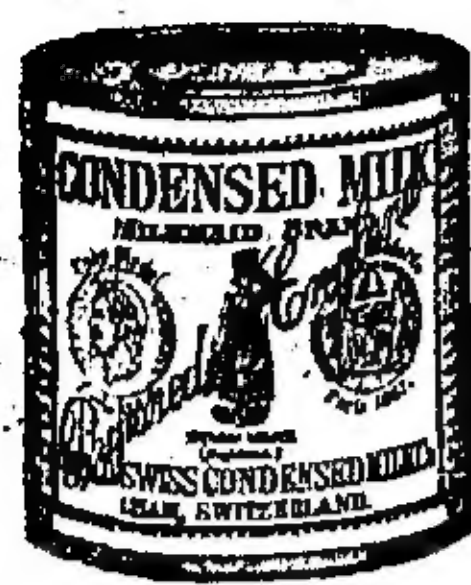






## Intimations.

# Milkmaid



## BRAND Milk

Guaranteed Full Cream.

Largest Sale in the World.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.

DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE ASSORTMENT OF SPECTACLES.  
PINE-NEZ AND EYE PRESERVES.

SOLE AGENTS FOR RUSSIA'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

**M. MUMEYA,**

JAPANESE ARTIST AND PHOTOGRAPHER  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.

ALL KINDS OF WORK DONE FOR AMATEURS.

84, QUEEN'S ROAD CENTRAL.

JAPAN COALS.

**mitsui BUSSAN KAISHA**  
(MITSUI & CO.)

HEAD OFFICE: 43, SARATOGA-CITY, TOKYO.  
LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.  
OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sumbawa, Manila, Amoy,  
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Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimoda, Moji, Wakamatsu,  
Karatsu, Nagasaki, Kuchino, Sasebo, Matsuyama, Kobe, Hakodate,  
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Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the  
State Railways; Principal Railway Companies and Industrial Works; Home and  
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ida Coal Mines,  
SOLE AGENTS for Hokoku, Honda, Ichimura, Kanada, Kishima, Mameda,  
Mannoura, Onoura, Otsuji, Sasahara, Tsukakuro, Yoshinotani, Yoshio, Yuzokibara,  
and other Coals.

N. INUZUKA, Manager, Hongkong.

Hongkong, April 17, 1902.

**RAINIER BEER**

AMOUS FOR ITS QUALITY

THERE'S NEW VIGOR AND STRENGTH IN EVERY DROP

Per Case of 6 dozen Pints, ... \$15.00  
do. 4 dozen Quarts, ... \$15.00

**A. S. WATSON & Co., Ltd.**  
Sole Agents for Hongkong, China and Manila.

TAKE

# HOLLOWAY'S PILLS

For Indigestion, Heartburn,  
Biliousness, Jaundice,  
and all Complaints of the  
Liver and Kidneys.

THEY ARE INVALUABLE  
FOR THE USE OF FEMALES.

Manufactured only at 74, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

## Intimations.

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A Dividend of \$30 per Share for the  
year 1901, equivalent to 60 per cent.  
on the paid-up Capital of \$50 per Share,  
has been declared.  
Warrants will be issued on the 10th  
October.

By Order of the Board,  
W. J. SAUNDERS,  
Secretary.

Hongkong, October 9, 1902. 2077

PERSEVERANCE LODGE OF  
HONGKONG, No. 1, 165.

A REGULAR MEETING of the above  
LODGE will be held in the FREE-  
MASON'S HALL, Zetland Street, on  
THURSDAY, the 16th Instant, at 8.30 for  
6.00 p.m. precisely. Visiting Brethren  
are cordially invited to attend.  
Hongkong, October 10, 1902. 2083

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY  
GENERAL MEETING of SHARE-  
HOLDERS will be held at the OFFICE of  
the Undersigned at 12 o'clock (Noon), on  
THURSDAY, the 23rd October.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 21st to  
the 23rd October, both days inclusive.  
JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office Limited.  
Hongkong, September 25, 1902. 1967

THE CHINA-BORNEO CO., LTD.

NOTICE IS HEREBY GIVEN that  
an EXTRAORDINARY GENERAL  
MEETING of the CHINA-BORNEO COMPANY,  
LIMITED, will be held at the Registered  
Office of the Company, 4 Queen's Build-  
ings, Victoria, in the Colony of Hongkong,  
on Monday, the 25th day of October, 1902,  
at 12 noon, for the purpose of confirming  
the following resolution passed at the Ex-  
traordinary General Meeting of the Com-  
pany held this day (11th October, 1902):  
That it is expedient to effect an amal-  
gamation of the Company with The Borneo  
Harbour Company, Limited, of No. 18  
Bishopsgate Street, within the City of  
London, and that with a view thereto the  
Consulting Committee be authorised to  
confirm the Provisional Agreement dated  
the 5th day of August, 1902, entered into  
in London between this Company by Mr.  
J. M. Wheeler of the one part, and The  
Borneo Harbour Company, Limited, of the  
other part, and submitted to this  
Meeting, with such modifications and addi-  
tions as the Consulting Committee may  
consider will best serve the interests of  
this Company, and to carry the same into  
effect.

Dated this 11th day of October, 1902.  
By Order of the Consulting Committee,

WILLIAM D. JUPP,  
Acting Manager.

TIENSIN CLUB, TIENSIN.

NEW CLUB BUILDINGS.

THE Tiensin Club Building Committee  
are desirous of receiving PLANS,  
DESIGNS, ESTIMATES and SPECIFI-  
CATIONS for the erection of the New  
Tiensin Club Building.

A premium of Tools 1,000 will be paid by  
the Committee for the plans, &c., accepted  
as most suitable.

Full particulars regarding site and  
proposed buildings may be had on application  
to the BUILDING COMMITTEE, 20 Tiensin  
Club.

Complete plans, &c., must reach the  
Building Committee on or before 30th  
November next.

The Building Committee do not bind  
themselves to accept any of the plans, &c.,  
submitted.

Unaccepted plans, &c., will be returned  
immediately.

August 13, 1902. 1536

HONGKONG SUBSCRIPTION

LIBRARY.

18 BANK BUILDINGS, WYNDHAM STREET.  
Founded in 1891, by Dr. Cardin, and  
Conducted for several years by  
H. E. POLLOCK, Esq., K.C.

Subscriptions—payable in advance \$7.50  
per half-year; \$1.40 per month.

THE LIBRARY contains, in addition to  
fiction, a number of Standard works  
of Biography, History, Travel, &c., and  
Works of Reference, and it is hoped to  
maintain it up to date.

Subscribers are allowed to take 3 books  
at a time.

Intending subscribers are requested to  
apply to

BERNARD LANKESTER,  
Hon. Sec. and Treasurer,  
c/o JOHN D. HUGHES & Co.,  
No. 8, Queen's Road Central.

Travellers:  
Hos. J. H. STEWART LOCKHART, C.M.G.  
G. B. DODWELL, Esq.  
Hos. R. SNEWAS.

Hongkong, September 15, 1902. 7

MINERAL

ASSAYS & ANALYSES.

THE YANTON VALLEY COMPANY, LTD.,  
having its own well-equipped Labora-  
tory, is prepared, in order to assist in the  
Mineral Development of China, to assay  
work of all descriptions. Quantitative  
Analysis, and to classify minerals for Mine  
owners and others.

Mines as well as Minerals of Economic  
value purchased and consultations arranged  
by appointment.

Terms moderate.

Address:—THE LABORATORY,  
49, Seachuen Road.

Cable Address,  
"YANTON," Shanghai.

5th October, 1901. 1728

'THE BACK DOOR.'

THE Series of Articles entitled 'THE  
BACK DOOR,' which appeared  
in the CHINA MAIL, have been reprinted,  
and may be obtained in Pamphlet Form.  
Price ... \$1.

## Intimations.

THE PEAK CHURCH.

THE ANNUAL MEETING of WOR-  
SHIPERS at the PEAK CHURCH  
will be held in St. PAUL'S COLLEGE, on  
THURSDAY, October 16th, at 5 p.m.

Business:—  
1. To pass the Accounts.  
2. To adopt the Report.  
3. To elect a Trustee.  
4. To elect a Committee.

F. T. JOHNSON,  
Hon. Secretary.

Hongkong, October 13, 1902. 2101

## NOTICE.

THE KOWLOON GARRISON  
ATHLETIC MEETING will be held  
at the Happy Valley on FRIDAY, 17th  
inst., commencing at 3 p.m.

The Officers of the Kowloon Garrison  
will be 'At Home' to their friends on  
the ground.  
Hongkong, October 13, 1902. 2099

HONGKONG JOCKEY CLUB.

## NOTICE.

THE ANNUAL GENERAL MEETING  
of the MEMBERS of the above  
Club will be held in the CITY HALL on  
TUESDAY, the 28th Inst., at 6 o'clock  
p.m.

By order,  
J. GRANT,  
Secretary.

Hongkong, October 13, 1902. 2102

## Peking and

## Tientsin Times.

## DAILY EDITION.

NOTICE is hereby given that on or about  
OCTOBER 1st, 1902, the "Pe-  
king and Tientsin Times" will be issued  
DAILY as well as weekly.

The Daily Issue will be Crown size of 8  
or more pages with 3 columns of printed  
matter on each page (about the size of the  
North China Herald, or Oriental Empire).

TERMS:  
(exclusive of Postage)

Yearly ..... \$20

Half-Yearly ..... \$10

Quarterly ..... \$5

Monthly ..... \$2

Per Issue, 10 Cents.

Tariff of Advertisements on  
application.

HEAD OFFICE:  
THE TIENSIN PRESS.

1902

## THE

## CHINA AND JAPAN

## TELEPHONE

## AND

## ELECTRIC COMPANY,

## LIMITED.

## NEW REGULATIONS.

## SUBSCRIBERS are no-

## tified that when A CALL

## IS MADE and the

## TELEPHONE IS NOT

## ANSWERED by the

## PERSON ACTUALLY RE-

## quired, instead of Listen-

## ing until this Person can

## be found it is better to

## give their Name and

## Number to anyone an-

## swering, and then TO

## RING OFF.

## WHEN THE PERSON RE-

## quired REACHES THE

## INSTRUMENT, A FRESH

## CALL CAN THEN BE

## MADE FROM THAT END.

## For full particulars, &amp;c., &amp;c.,

## Apply to

## W. STUART HARRISON,

## A.M. Inst. C.E.,

## Manager.

Hongkong, October 14, 1902. 2100

## Intimations.

## THE

## ANGLO-AMERICAN STORES.

No. 1 and 3, Wellington Street, Hongkong, and  
64, Elgin Road, Kowloon.

## High-Class Provisions.

ALL GOODS GUARANTEED TO BE FRESH.  
PRICES VERY REASONABLE.

Sewing Machines of the Best makes in stock.

Orders promptly attended to.

DOOLITTLE & POLLOCK,  
PROPRIETORS.

1729

## For Sale.

## FOR SALE.

THE Undersigned have been instructed  
to offer for sale privately, Sundry  
lots of Machinery, at the Wanchai Machi-  
nery Godowns and Engineering Establish-  
ment, Cross Lane, Hongkong:  
STEAM LAUNDRY MACHINERY, MARINE  
SCREW ENGINES, BOILER TUBES, DRIVING  
ENGINES, LATHES, WINDMILLS, CRANES,  
WINCHES, FIRE ENGINES, STEAM BOILERS,  
STEAM STEERING GEAR, STEAM HAMMERS,  
ONE MECHANICAL STEAM PUMP, STEAM  
FIRE ENGINE, DONKEY PUMPS, HYDRAULIC  
BALING PRESS, 8 HYDRAULIC JACKS (new)  
from 6 to 20 tons, PARKER'S PARALLEL  
VICES, ONE STEAM SCREWING MACHINE,  
FOUR NEW CAPSTANS, ONE SET PLATE  
BENDING ROLLERS, &c., &c., &c.

A LARGE QUANTITY OF ANGLE IRON,  
ROUND AND SQUARE STEEL BARS OF VARIOUS  
SIZES AND SIX CASES OF BRASS CON-  
DENSER TUBES, SUITABLE FOR CONDENSING  
ENGINES.

The Engineering and Moulding Shops  
are in proper working order, and can be  
sold a-going concerns if required.

For Further particulars, apply to

HUGHES & HOUGH,  
Brokers and Auctioneers.

Hongkong, October 3, 1902. 2037

## FOR SALE.

A NEWLY-BUILT LAUNCH.

LENGTH 115', WIDTH 18' 6", DEPTH 8' 6",  
CYLINDERS 24" x 12".

STROKE 18".

BOILER 9' x 8' 6".

For Particulars and Price, apply to

KWONG YEE ON,  
Ship Chandler & Provision Dealer,  
31 Hing Loong Street.

Hongkong, October 13, 1902. 2103

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instruc-  
tions from THOS. H. REID, Esq., to  
Sell by Public Auction,

on  
WEDNESDAY,

the 29th October, at 2.30 p.m., within his  
Residence, No. 3 Kowloon Terrace,  
Kowloon,

THE WHOLE OF HIS  
VALUABLE HOUSEHOLD  
FURNITURE,

Comprising:—  
SILK TAPESTRY DRAWING ROOM SUITE,  
OVERMANTEL, DOUBLE AND SINGLE IRON  
BEDSTEPS with MATTRESSES, TEAKWOOD  
WARDROBES with BYRERIDGE GLASS, AX-  
MINSTER CARPET, TEAKWOOD EXTENSION  
DINING TABLE and CHAIRS, SILVERWARE,  
DINNER SERVICE, PICTURES, COOKING  
STOVE and UTENSILS, &c., &c., &c.

Also  
ONE COTTAGE PIANO by LANE, ORAW-  
FORD & Co. (in good order and condi-  
tion).

A LARGE ASSORTMENT OF PALMS and  
PLANTS in POTS and STANDS.

TERMS.—As usual.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, October 1, 1902. 2007

## BOARD AND RESIDENCE.

TANG YUEN,

MACD ONELL ROAD, from 15th Janu-  
ary. Large, airy, and well-furnished  
Rooms. Uninterrupted View of Har-  
bour.

Apply on Premises or FAIRALL & CO.,  
Queen's Road.

Hongkong, January 8, 1902. 95

## SECOND EDITION.

HISTORY OF THE CHURCHES OF  
INDIA, BURMA, SIAM, THE MALAY  
PENINSULA, CAMBODIA, ANNAM, TRIPLET,  
COREA AND JAPAN.

Entrusted to the SOCIETY of the  
'MISSIONS ETALANGERS.'

(Translated by EDWARD HARPER PARKER  
and Reprinted from 'THE CHINA REVIEW.')

PRICE ONE DOLLAR.

In Sale at KELLY & WALSH, Ltd.

三字號

1.—THE TRI-METRIC CLASSIC.

千字文

2.—THE THOUSAND WORDS POEM.

Translated from the Chinese  
by E. J. ELLIS, Ph.D.

To be had Price 40 Cents the vol.—from  
the 'CHINA MAIL' Office, 5 Wyndham  
Street.

Hongkong, October 14, 1902. 2100

## TO ABOLISH DROWNING IN

## CASES OF SHIPWRECK.

[BY JOHN T. M'OUTCHON, of the 'SHANTLE  
SUNDAY TIMES']

When the fellow-members of the club  
entered the room at the last meeting they  
were astonished to find that the chairman  
was deeply absorbed in some papers that  
lay on the table in front of him. He  
evidently had been thus occupied for a con-  
siderable length of time, for the air about  
him was quite thick with smoke. As the  
new arrivals took their accustomed seats,  
however, he pushed the papers away from  
him and exclaimed, in a tone of triumphant  
relief:

'There! It is perfected. At last I've  
worked it out. With a few strokes of my  
pencil I have paved the way for the saving  
of thousands of lives.'

'Which lives?' asked the secretary,  
with respectful interest.

'Human lives.'

'Do you really mean it?' exclaimed the  
janitor as he glanced with bulging eyes at  
the papers scattered on the table. 'What  
he said there gave him no hint, for the  
figures and crude diagrams were mean-  
ingless to him. If what the chairman said  
were true, then, indeed, was an in-  
vention beside which all former ones  
would pale into insignificance. His atten-  
tiveness was hence redoubled.

'I do mean it and I'll soon show you  
that what I claim is true. In the first  
place, do you see this?' He held up a  
paper, upon which were many figures and  
diagrams. 'This explains everything. In  
brief, gentlemen, I have perfected a plan  
by which the dangers of shipwrecks at sea  
are minimized. By the adoption of this  
invention, which, of course, I'll have  
patented at once, ships that go down to the  
bottom of the sea will continue to be com-  
fortable quarters for the imprisoned pas-  
sengers for days and days. Although the  
passengers may be hundreds of feet below  
the surface, they live on cheerfully, hap-  
pily, communicating at will with their  
friends on shore until relief comes to their  
rescue.'

He lowered his voice and glanced sharply  
at each door and window.

'Do not breathe a word of what I am  
about to say. Keep it a profound secret,  
for it will mean many millions of dollars  
to me.'

There was intense stillness.

'What I've done is this, gentlemen: I've  
provided means of supplying air to people  
under the sea without the use of tubes  
leading from them to the surface of the  
water. Air that has been breathed and  
treated by my process is sent in cylinders  
again and again. Loss of life by suffoca-  
tion in sunken steamships will be impossi-  
ble when ships are equipped with my  
apparatus. Now, follow me closely.'

'First, every ship must provide means  
for automatically sealing staterooms, or,  
better still, a large common portion of the  
vessel's hull, wherein all the crew and  
passengers could be placed at the time the  
sinking of the ship seemed certain.

'Secondly, every ship must carry at all  
times on all voyages in very strong steel  
cylinders, compressed oxygen, capable of  
slow and controllable release through valves.  
This oxygen is to be kept in the tanks at a  
pressure of about twenty-two hundred  
pounds to the square inch. Of course,  
everybody knows that the legal oxygen gas  
pressure in this country is only two hun-  
dred and fifty pounds. In England they  
ship it at a thousand, while I should make it  
twenty-two hundred pounds in cylinders  
over two times as heavy. It would be  
necessary only to change the law.

'Now, before I go further, I'll explain  
what air is composed of and what really  
happens when a person is imprisoned in a  
sealed room. Air is composed of about  
eighty parts nitrogen and twenty parts  
oxygen. The nitrogen does no particular  
good except to dilute the oxygen, which  
you all know is the life in the air. The  
oxygen you breathe the livelier you are.  
If you take forty or fifty parts oxygen  
instead of twenty, you would be so lively  
that you soon would wear yourself out.  
You would live a much shorter life, but a  
much livelier one.'



Yes, but we shouldn't have half as lively a time as we do now.

I think that I could stand ten or fifteen more parts of oxygen. It's been very dull lately," said the janitor.

Now, when you breathe the pure air, resumed the chairman, switching back to his original line of argument, "the oxygen forms with carbon and a large proportion of the air expelled from the lungs is carbon dioxide or carbonic acid gas. This is foul air and is very harmful. The more you breathe of the pure air, the more the oxygen goes into combination with carbon. Finally all the pure air is exhausted and you suffocate. You understand, don't you?"

Yes; it's quite simple now. This foul air is heavier than the pure air, and, therefore, settles down to the lowest level it can reach, so that in the case of a sealed room it rests on the floor, while the breathing air that remains soaks the upper part of the room.

Now, you see how the proposition is reduced to a very simple form. When the ship is sinking, all the passengers and crew go down to their automatically sealed room and gradually release the compressed oxygen from the big tanks. This oxygen unites with the free nitrogen, forming more pure air, while the foul air that has been breathed out, passes out from the lower levels of the room where it has settled. There would be enough oxygen in the tanks to last for days and days, and it could be gradually released as necessity demanded. If the imprisoned passengers became slightly drowsy, they could artificially liven themselves up by releasing an extra supply of oxygen. And in the meantime they could send on some horizontal waves to influence the Marconi equipment with which most vessels are now fitted. This would enable the wreck to be located and reached.

They would send for dry clothing, too," suggested the secretary, "in case they should get wet coming out of the room."

Why, certainly. They could send for anything—or even hold telegraphic communication with the folks at home if they happened to be wrecked near the shore."

What kind of a pump would you use to pump the foul air out of the room? That's the only part I don't exactly understand," said the janitor.

Oh, just an ordinary air-pump. That's very simple. Or, instead of pumping it out, you might have various kinds of growing plants in the room. Plant life, you know, inhales carbonic acid gas, absorbs the carbon and throws off the oxygen. If you had enough plants in the room, all of the carbon would be absorbed and oxygen restored again to the air. The removal of the foul air, however, is just a mere detail, very easily arranged."

The chairman paused and smoked vigorously for a few minutes. Then his face glowed brightly.

Don't you see how beautiful everything will be when this superb invention has been universally adopted? Supposing you are in your state-room when the ship is wrecked. You need not worry at all about catching the last boat ashore. All you have to do is to stroll down to the sealed room—beautiful with growing plants—and send a dispatch home, telling them where you are and asking them to call for you."

Why, it's really very simple after you fully understand it, isn't it?" remarked the secretary, admiringly.

Absolutely simple—just as all great inventions are," admitted the modest chairman.

How about smoking in the sealed room? Would that be permitted?" asked the janitor; and instantly a worried look settled upon the chairman's face.

**THE OSAKA EXHIBITION, 1903.**

The Fifth National Industrial Exhibition opens at Osaka on the first of March and closes on the thirty-first of July in 1903.

It is situated at Inamiya, near the famous temple of Tennoji, in the southern district of the city of Osaka.

The coming Exhibition, in its general plan and scope surpassing all the previous exhibitions held in the empire, will present a full illustration of Japanese art, products and manufactures in their latest state of progress and development. Exhibits will be installed in the Agriculture Building, Manufacture Building, Machinery Building, Education Building, Transportation Building, Zoological Building, Foreign Exhibits Building, Fine Arts Building and Aquarium by groups and classes after their classification. The Ceremonial Hall, Green House, Cold Storage, Tea House, Bazaar, Restaurants, &c., are to be built within the exhibition grounds.

Osaka is the first commercial city of Japan, and forms the centre of distribution of merchandise. It is the most progressive city, and its industrial development in the past few years has been great. Among its many attractions to visitors are the Castle, now nearly ruined; the old Shinto temple of Tenjin, dedicated to the sacred memory of Sugawara no Michizane, the great scholar and statesman; the old Buddhist temple of Tennoji, built by the Imperial Prince Shotoku Taishi over a thousand years ago; The Imperial Mint, organized in 1871 by The Imperial Government; the two temples of East and West Honganji, &c.

There are many interesting places within a short distance from Osaka. Nara, the ancient capital, with its old temples and its art treasures, is only a few miles away, and the famous Yoshino, where thousands of cherry trees bloom near the end of April, is within a few hours' journey. Kyoto, the western capital of the empire, with its many attractions, is within one hour's railway journey from Osaka.

Sakai, where the Aquarium attached to the exhibition is situated in the Public Garden on the beach, is reached by rail in an hour, and the old Shinto temple of Sumiyoshi, dedicated to the Gods of Sea, is within a half hour's railway journey.

The foreign visitors will find very comfortable accommodation in the new Osaka Club Hotel, situated on the charming island of Nakama-hima, right in the heart of Osaka.

Foreign visitors to Osaka during the Exhibition will obtain special privileges and free access to many places usually closed against all visitors. Both foreign and Japanese, besides the advantages of reduced rates on steamers and railways.

**NO OPIUM IN CHAMBERLAIN'S COUGH REMEDY.**

MANY cough cures contain opium. The effect of this drug is to diminish secretion of the mucous, and the relief afforded is only temporary. As soon as the effect of the opium passes off, the malady returns in a more severe form. The system is also weakened and rendered more susceptible to colds. Chamberlain's Cough Remedy does not contain opium in any form. It affords relief and leaves the system in a healthy condition. It always cures and cures quickly. For sale by all Dealers. WATKINS & CO., General Agents.

## ASK FOR DROZ & CO.'s LEVER WATCHES and CHRONOGRAPHS.

Best Value, compatible with Good Workmanship.

TRADE MARKS: **BERNA, MAXIM.**

Watches and Clocks repaired by Competent EUROPEAN EXPERTS. **DROZ & CO.,**

No. 14, Queen's Road, Central.

Untouched by Hand.

**MELLIN'S FOOD**

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

**GENUINE 'SINGER' MACHINES**

ARE MADE ONLY IN ENGLAND and AMERICA

BUYERS INSTRUCTED FREE OF CHARGE

EVERY MACHINE SOLD IS GUARANTEED FOR ONE YEAR.

FOR SALE, FOR CASH, OR ON SMALL MONTHLY PAYMENTS.

THE SINGER MANUFACTURING CO.,

34, WYNDHAM STREET, HONGKONG, AND 64 ELGIN ROAD, KOWLOON.

**EDWARDS' HARLENE FOR THE HAIR**

HAIR PRODUCER & RESTORER

The Very Finest Dressing. Specially Prepared and Delicately Perfumed. A LUXURY AND A NECESSITY TO EVERY MODERN TOILET.

Restores the Hair, Promotes the Growth, Arranges the Fall, Strengthens the Roots, Preserves the Hair, Removes Dandruff, Alleviates Itchings.

**'HARLENE'** Preserves, Strengthens and Invigorates Children's Hair.

Full description and directions for use in 20 languages supplied with every bottle. 1/6, 2/6 and (triple 2/6 size) 4/6 per Bottle of Druggists &c., all over the world. EDWARDS' 'HARLENE' Co., 95 & 99, HIGH HOLBORN, LONDON, W.C.

**'DARTING' LANOLINE**

Natural Toilet Preparations.

'DARTING' TOILET 'LANOLINE' in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexion from the effects of wind and sun.

'DARTING' 'LANOLINE' TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.

Wholesale: G. Hollom, Vindict, E.C.

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THREE minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria. A First-class Hotel, with thirty-five very airy Bedrooms.

Everything of the Best. Dinner Parties by Special Arrangement. Billiards (Thursdays Match Table). Most perfect culinary arrangements. Food both in European and Eastern styles.

H. RUTTONJEE, Proprietor.

Hongkong, March 3, 1902.

**KOWLOON HOTEL.**

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.

The Cuisine is Excellent.

J. W. OSBORNE, J. H. DOWNS, Proprietors.

Hongkong, September 6, 1900.

**NEW VICTORIA HOTEL.**

**ROTISSERIE,** MOUTON LA CITE.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates. Madar & Farmer, Proprietors.

Hongkong, May 1, 1899.

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HANDSOMELY FURNISHED and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

Hongkong, December 18, 1900.

**Intimations.**

**A. G. GORDON,** M.A., M.I. MECH. E., MEMBER INSTITUTION OF ENGINEERS AND SHIPBUILDERS IN SCOTLAND, CONSULTING MARINE ENGINEER, AND NAVAL ARCHITECT.

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STEEL BOILER-PLATES, COPPER PIPES, GAS TUBING, ANCHORS & CHAINS, STEEL TIES AND JOISTS.

Hongkong, January 4, 1902.

**E. C. WILKS & CO.**

M. R. E. C. WILKS, late of Kowloon Docks, has established himself, under the above title, as

**CONSULTING ENGINEER AND MARINE SURVEYOR.**

Estimates for all classes of Engineering and Ship Work.

No. 12, Beaconsfield Arcade, 1st Floor.

Hongkong, October 2, 1901.

**H. F. CARMICHAEL,** CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG. A B C Code, 4th Edition.

Lieber's Standard Code.

Telephone, 232.

Hongkong, July 2, 1901.

**司公記源 YUEN KEE CO.**

COAL MERCHANTS, No. 17, CHU LOONG STREET, HONGKONG.

OHINA.

Hongkong, June 13, 1902.

## His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	—	3000	Comdr. Seymour R. Erskine	Shanghai
Albion	battleship, 1st class	12,950	16	13,500	Captain Jerran, R.N.	Hongkong
Albatross	gunboat	1050	6	1400	Commander R. Nugent	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Captain Windham	Hongkong
Argonaut	cruiser, 1st class	11,000	16	18,000	Captain H. Cherry	Hongkong
Banana	gunboat, 1st class	3000	12	13,000	Captain E. G. Stimpford	Hongkong
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Loake	Nanking
Britomart	cruiser, 1st class	710	6	1300		Tientsin
Crossy	cruiser, 1st class	12,000	14	21,000	Captain H. M. Tudor	Hongkong
Crozier	water tank and tug	5600	11	9600	Captain B. H. S. Stokes	Hongkong
Dolphin	2-lt. 3rd class coast defence	363	3	200		Wuhu
Espiegle	sloop	1070	10	1400	Comdr. Barton	Shanghai
Fame	torpedo boat destroyer	380	8	5700		Yangtze
Firebrand	gunboat, 2nd class	1550	12	3200	Comdr. J. Graham	Hongkong
Glorious	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Japan
Goliath	battleship, 1st class	12,950	16	13,500	Captain Lewis Wintz	Chenulup
Handy	torpedo boat destroyer	275	8	4000	Lieut.-Com. G. C. Hardy	Wellington
Hart	torpedo boat destroyer	275	8	4000		Shanghai
Hibernia	sloop	1640	—	800	Comdr. J. D. Baintree	Wellington
Janus	cruiser, 2nd class	3690	16	9000		Hongkong
Kinshasa	torpedo boat destroyer	280	8	3900	Fleet Reserve	Yangtze-Kiang
Moorthon	river gunboat	180	2	800	Lt.-Comdr. G. B. Powell	Japan
Mutine	sloop	180	10	1400	Comdr. C. W. M. Penderleach	Wellington
Ocean	battleship, 1st class	12,950	16	13,500	Captain W. G. White	Shanghai
Otior	torpedo boat destroyer	350	6	6300	Lt.-Com. C. P. Mansel	Hakodate
Phenix	cruiser, 2nd class	3300	8	7000	Comdr. W. H. Nicholson	Shanghai
Pique	Surveying-vessel	835	6	650	Capt. Henry C. Reynolds	Shanghai
Rambler	sloop	980	10	1400	Lt.-Com. Morris H. Smyth	Hongkong
Rinaldo	river gunboat	85	2	240	Comdr. Dr. St. A. Wake	Hongkong
Robin	sloop	980	6	1400	Comdr. C. A. W. Hamilton	Amoy
Rosario	river gunboat	85	2	240	Lieut.-Com. Murray Lockhart	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Comdr. Worsley	Hongkong
Snipe	torpedo boat destroyer	250	6	6500	Fleet Reserve	Chenulup
Taku	cruiser, 2nd class	5600	11	9600	Captain F. G. Stimpford	Hongkong
Talbot	coast defence gunboat	363	3	200	Commodore Robinson	Kiuliang
Tamar	sloop	980	10	1400	Lt.-Comdr. R. W. Dalgety	Wosung
Teal	torpedo boat destroyer	280	8	3900		Hongkong
Twined	Whiting	380	6	5900	Lt.-Com. C. Mackenzie, D.S.O.	Shanghai
Weymouth	coast defence gunboat	363	3	200	Fleet Reserve	Hongkong
Wivern	coast defence gunboat	363	3	200	Lieut.-Com. Hugh Somerville	Hankow
Woodcock	river gunboat	180	2	550	Lieut.-Com. Chilton	Shanghai
Woodlark	river gunboat	180	2	550		

\* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

\*\* Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

## Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Maria Theresa	Austrian cruiser	5900	20	10,000	Captain R. v. Schwarz	Singapore
Alouette	French gunboat	300	—	—	Lieut. A. Bolloy	Shanghai
Argus	French gunboat	475	3	450	Capt. Crespin	Canton
Aspic	French gunboat	475	3	450	Commander Journet	Canton River
Avachane	French gunboat	580	—	—	Lieut. Fille	Haiphong
Bengali	French gunboat	580	—	—	Capt. Lofevre	Shanghai
Bugeaud	French cruiser	4099	19	9000	Commander Louel	Haiphong
Comete	French gunboat	525	—	—	Commander Leamy	Shanghai
Decidue	French gunboat	690	14	13,500	Captain Fournet	Kwongchowwan
D'Entrecasteaux	French flag ship	8114	10	9000	Captain Sauts	Wosung
Diadem	French cruiser	3739	8	6071	Capt. Le Gollieur	Tonkin
Kersaint	French gunboat	1250	6	2200	Capt. Bicus	Saigon
Lion	French gunboat	470	—	—	Capt. Huet	Yangtze
Oly	French gunboat	3388	18	8500	Captain Sauts	Shanghai
Pascal	French cruiser	9437	8	6071	Capt. Bonifay	Along Bay
Redoubtable	French cruiser	1800	—	—	Capt. Vincet	Saigon
Surprise	French gunboat	629	2	900	Captain Mornet	Shanghai
Taklong	French gunboat	—	—	—	—	Yangtze
Vaucluse	French cruiser	—	—	—	Captain Blondel	Along Bay
Vigilant	French gunboat	—	—	—	—	Canton
Vipere	French gunboat	403	4	441	Comdr. Villeneuve	Saigon
Bussard	German gunboat	1600	8	2900	Comdr. von Bussowitz	Kiautschow
First Bismarck	German flag ship	11,000	16	14,000	Captain Friedrich	Wosung
Geier	German gunboat	1600	8	2900	Capt. Hilbrandt	Shanghai
Hansa	German cruiser	6200	20	10,000	Capt. Paschou	Vladivostok
Hecles	German cruiser	6000	20	10,000	Capt. Derzawski	Shanghai
Ilis	German gunboat	1000	10	1300	Lieut.-Comdr. Sthamer	Hankow
Jaguar	German gunboat	900	10	1300	Comdr. Berger	Shanghai
Luchs	German gunboat	850	10	—	Comdr. Wuthmann	Chetoo
Schwabe	German gunboat	1120	8	1500	Comdr. Hilbrandt	Shanghai
Tiger	German gunboat	1600	8	2800	Comdr. Hoffmann	Shanghai
Vorwaerts	German gunboat	900	10	1300	Comdr. von Mittelstadt	Hongkong
Thetis	German gunboat	—	—	—	Comdr. von Weisse	Tungting Lak
Lombardia	Italian cruiser	2900	10	6843	Captain John Boot	Shanghai
Marco Polo	Italian cruiser	4583	16	10,543	Captain Botti	Wosung
Puglia	Italian cruiser	2250	10	7000	Captain Canale	Nagasaki
Venauve	Italian cruiser	4006	14	6820	Captain Zeri	Shanghai
Dia	Portuguese gunboat	720	—	—	Captain d'Azavedo	Hongkong
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barbosa Luul	Hongkong
Admiral Naehimoff	Russian cruiser	9000	18	8000	Captain Steinnann	Hakodate
Alouet	Russian gunboat	810	6	730	Comdr. Guntier	Vladivostok
Anapour	Russian cruiser	5	2600	4000	Comdr. Gromatchiko	Port Arthur
Arctur	Russian gunboat	1050	8	1150	Comdr. Zalevsky	Newchwang
Gaidamak	Russian gunboat	500	4	3500	Comdr. Youtief	Port Arthur
Gremiatzky	Russian gunboat	1499	6	2000	Comdr. Zaganauky	Shanghai
Gromoboi	Russian battleship	12,364	44	14,500	Captain Jessen	Port Arthur
Gullak	Russian gunboat	1000	6	1400	Comdr. Shunoff	Shanghai
Gulova	Russian gunboat	7	1213	7	Comdr. Zalevsky	Shanghai
Mandjour	Russian gunboat	1224	7	1400	Commander Muravioff	Vladivostok
Otravny	Russian gunboat	1490	6	2000	Comdr. Vasilief	Port Arthur
Persviet	Russian battleship	12,074	15	14,500	Captain Koroleff	Nagasaki
Petropavlovsk	Russian battleship	10,969	16	10,600	Captain Jakovleff	Port Arthur
Rubina	Russian battleship	10,960	16	10,600	Captain Osseoff	Port Arthur
Rasboynick	Russian cruiser	1324	10	1788	Comdr. Kovarnsky	—
Rossia	Russian protected cruiser	12,200	32	17,000	Captain Seppelrenipoff	Vladivostok
Rurik	Russian protected cruiser	10,923	26	13,200	Capt. Matusevich	Yokohama
Savastopol	Russian battleship	10,360	16	10,600	Captain Fiodosief	Port Arthur
Sivach	Russian gunboat	959	4	1125	Lieut.-Comdr. Ivanoff	Port Arthur
Sivich	Russian gunboat	1060	6	1120	Comdr. Ginter	Port Arthur
Varyag	Russian cruiser	6500	27	20,000	Capt. Bahr	Port Arthur
Vesdniki	Russian gunboat	500	9	3300	Comdr. Zagoriarsky-Kissel	Port Arthur
Zabizka	Russian cruiser	1230	8	1194	Comdr. Abramoff	Port Arthur
Annapolis	U. S. gunboat	1000	10	1277	Commander Karl Bohrer	—
Don Juan de Austria	U. S. gunboat	1159	8	1600	Commander C. G. Bowman	Manila
Frolic	U. S. gunboat	—	—	—	Lieut.-Comdr. J. M. Helm	—
General Alava	U. S. gunboat	1800	9	—	Lieut.-Comdr. W. F. Halsey	Manila
Helena	U. S. gunboat	1332	6	1968	Comdr. R. R. Ingerson	Shanghai
Isla de Cuba	U. S. gunboat	1079	8	2200	Commander W. J. Maxwell	Manila
Isla de Luzon	U. S. gunboat	1030	8	2200	Comdr. J. K. Cogswell	Manila
Kentucky	U. S. flag ship	11,500	41	10,000	Captain Henderson	Shanghai
Manila	U. S. gunboat	1900	2	750	Comdr. T. H. Stevens	Manila
Monsenbeck	U. S. monitor	3980	6	3000	—	Hongkong
Monocacy	U. S. gunboat	1370	6	800	Comdr. F. M. Wise	Taku
Monterey	U. S. monitor	4084	4	5244	Comdr. Drisko	Amoy
New Orleans	U. S. cruiser	4140	—	—	Lieut.-Comdr. Sperry	Shanghai
New York	U. S. flag ship	8200	24	17,401	Captain M. R. S. Mackenzie	Amoy
Princeton	U. S. gunboat	1000	6	800	Commander J. E. Selfridge	Manila
Vicksburg	U. S. cruiser	1000	10	1118	Commander E. B. Barry	Shanghai
Wilmington	U. S. gunboat	1397	8	1804	Commander E. S. Prime	Shanghai
Yorktown	U. S. gunboat	1170	6	1891	Commander W. Swift	Shanghai



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A. S. W. CODE, 4TH EDITION.

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FURNITURE.**

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GLASS and  
CHINA WARES.**

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PROOF FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH  
TOWELS and  
COUNTERPANES.**

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REQUISITES.**

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in price, and of excellent quality.  
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Simply perfection.  
\$20.00 ... per Dozen.

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**MEMOS. FOR TO-MORROW.**

**Auction.**

Room.—Auction of Household Furniture  
at Messrs. Hughes & Hough's Sales  
Room.

**Meetings.**

5 p.m.—Meeting of Worshippers at the  
Peak Church.

6 p.m.—Meeting of Perseverance Lodge.

**General Memoranda.**

FRIDAY, October 17—

3 p.m.—Kowloon Garrison Athletic  
Meeting at the Happy Valley.

SATURDAY, October 18—

Goods per Chinese not cleared at 4 p.m.  
on this date subject to rent.

MONDAY, October 20—

2.30 p.m.—Auction of Household Furni-  
ture, at Mr Geo. P. Lammer's Sales  
Rooms.

THURSDAY, October 23—

Noon.—Meeting of Shareholders of The  
Canton Insurance Office, Ltd., at the  
Office of Messrs Jardine, Matheson  
& Co.

Noon.—Private Meeting of Shareholders  
of The Sunning Mining Co., Ltd., at  
the Company's Office.

MONDAY, October 27—

Noon.—Meeting of Shareholders of The  
China Borneo Co., Ltd., at the Com-  
pany's Office.

TUESDAY, October 28—

5 p.m.—Meeting of Members of the  
Hongkong Jockey Club in the City  
Hall.

WEDNESDAY, October 29—

2.30 p.m.—Auction of Household Furni-  
ture, at the Residence of Mr Thos. H.  
Reid, No. 3, Knutsford Terrace, Kow-  
loon.



**A. S. WATSON & CO.,  
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WHISKY is a Blend of the Finest

WHISKIES distilled in SCOTLAND

Specially selected. It is of great age.

Very fine and Mellow.

Its superior quality has established

its reputation as the LEADING

SCOTCH WHISKY IN THE EAST.

Per Dozen ..... \$15.00.

**A. S. WATSON & Co., Limited,**

**THE HONGKONG DISPENSARY.**

121

**BIRTHS.**

At the Government Civil Hospital,  
Hongkong, the wife of H. B. BRIDGES, of  
a Son (Geoffrey Gordon).

At Tientsin, on the 4th October, the wife  
of D. H. MACKINTOSH, of a Son.

On the 8th October, at Shanghai, the  
wife of Thos. J. ROCHER, of a Son.

On the 9th October, at No. 4, Sans Souci  
Terrace, Shanghai, the wife of C. W.  
THOMAS, of a Son.

The publication of this issue commenced  
at 5.40 p.m.

**The China Mail.**

HONGKONG, WEDNESDAY, OCTOBER 15, 1902.

**EDITORIAL COMMENT.**

With most commend-  
able promptitude, a  
INTERVIEW WITH full and authentic ac-  
THE BOER count of the interview  
GENERAL between Mr Chamber-  
lain and the Boer  
leaders, which took place on the 5th ult.,  
Friday, has already been made public.  
It reminds us, with a notable difference,  
of the Boer delegation which in 1884  
succeeded in superseding the Majuba  
settlement by the Convention of London.  
The Pretoria convention contained, in  
the words of the preamble to the 1884  
agreement, provisions which were in-  
convenient and imposed burdens and  
obligations from which the Transvaal  
State desired to be relieved. They  
wanted to call themselves the South  
African Republic, to eliminate the word  
suzerain, and to amend their frontier.  
They sent us Messrs Kruger (the present  
extinct volcano of Hlversum), Smit and  
Du Toit. The difference then was that  
the late Earl of Derby, an invertebrate  
wobbler, with the foresight of an ostrich  
and the consistency of a jellyfish—he  
had been Foreign Secretary under  
Disraeli, but the occupation of Cyprus  
in '78 needed backbone, so the noble  
earl crossed the floor. Mr Gladstone  
gave him the Colonial Office portfolio,  
and he started on the convenient but  
suicidal policy of looking a question in  
the face and passing smoothly on to the  
next subject. Out of mere politeness,  
he allowed Germany to make important  
grabs in New Guinea and the Boers in  
Zululand, and quietly dropped all men-  
tion of suzerainty from the London  
convention. We may like or dislike the  
policy of the present Colonial Secretary,  
but we must confess to the Rt. Hon.  
J. Chamberlain never wobbles, and is  
the last man in the political world to  
let the party of the second part modify  
a bargain once made. So the interview  
to which the generals and the slim wire-  
pullers across the North Sea had looked  
forward, trailed away into isolated cases  
of comparatively trivial individual hard-  
ship. Had Mr Chamberlain been in his  
present position, instead of at the Board  
of Trade in 1884, it is safe to say that  
either there would have been no war or  
it would have been forced on our slim  
antagonist a dozen years sooner.

**House Collapse at Penang.**

The uncertainty of life in Hongkong  
owing to jerry-building makes us wondrous  
sympathetic when we read that a dwelling  
house, which was being rebuilt at Penang,  
collapsed on the 3rd inst., and four Chinese  
workmen were buried in the ruins and  
killed, whilst five others were seriously  
injured, one of them it is feared fatally.

**Earthquake at Guam.**

On Monday, September 22, a terrible  
earthquake, lasting for three minutes  
and fifty-five seconds, disturbed the Island  
of Guam. It shook the island to its  
centre and destroyed a considerable am-  
ount of property. Fortunately, no life was  
lost; no person being injured by more  
than a few scratches.

**Japanese Enterprise.**

The Osaka Tekko-jo is to build the two  
steamers required by the Human S. S. Co.,  
they are to cost 240,000 yen and to be  
ready by next September. What the  
Human S. S. Co. proposes to do, after so  
much advertisement, Messrs. Jardine,  
Matheson & Co.'s *Chungqua* has been doing  
for some months without any fuss at all,  
adds the *N.-C. Daily News*.

**Captain T. W. Groves.**

The many friends of Captain T. W.  
Groves, late of the Scottish Oriental Com-  
pany, will be pleased to learn that he has  
joined the *Osaka Shosen Kaisha* as Com-  
mander of the *Deigi Maru*, running be-  
tween Hongkong, Swatow, Amoy, and  
Tamsui. Captain Groves has just returned  
from Japan where he was examined for the  
certificate of competency issued by the  
Japanese authorities, and joins his new  
steamer immediately.

**KATE: 'I fear you will find me full of  
faults.' Dick: 'Darling, it shall be the  
dearest office of my life to correct them.'**

**Kate: 'Indeed, you shan't?'**

**LOCAL AND GENERAL.**

**'Time' for 'time.'**

For stealing a silver watch and chain,  
Fung Ping was sentenced to six weeks im-  
prisonment at the Magistracy, to-day.

**A French Canard.**

We know from an authoritative source  
says *L'Echo de Chine*, that an English ex-  
pedition from India has penetrated in force  
into Tibet and is advancing on Lhasa.

**Unlawful Chai Mui.**

For allowing Chai Mui to be played  
on his premises at 325 Queen's Road Cen-  
tral, in the small hours of the morning, Li  
Yong was fined \$40 at the Magistracy to-day.

**Football.**

The Hongkong Football Club will open  
the season on Saturday next, Oct. 18, with  
a match against 82 Company, R. G. A.  
The kick-off will be at a quarter-past four  
o'clock.

**Singapore Tennis Champion.**

Mr Healy, the champion tennis  
player of Singapore, has been beaten by  
Mr F. Salzman in the final tie of the re-  
cent championship contest. Score: 0-6,  
0-7, 6-0.

**A Heavy List.**

A heavy list await the judges sitting in  
Criminal Sessions from Saturday next.  
Three murder cases have to be dealt with,  
and in addition there is quite 'a big crop'  
of crimes of a serious nature to be adju-  
dicated upon. The Sessions will probably  
last a week.

**Forgery or Perjury?**

A week or so ago, Mr Justice Leach, in  
Penang, sent a native witness to prison for  
three months for perjury. The evidence  
produced facts which caused Mr Justice  
Leach to say: 'You've either committed  
perjury or forgery, which?' In true native  
style witness equivocated and evaded, and  
finally finished up by saying: 'As Your  
Lordship chooses.' His Lordship chose  
three months.

**Alleged Manslaughter.**

A Chinese has been charged with  
manslaughter, to-day, in connection with  
the death of a coolie which occurred whilst  
the latter was being removed to the Civil  
Hospital. The accused told the police  
that he was leaving a junk when the coolie  
endeavoured to rob him. He caught him,  
in the act, and in defending himself after-  
wards struck the coolie a blow which  
felled him to the ground.

**The U.S. Consul-General.**

We understand that Mr Rublee, the  
U.S. Consul-General at this port, is to be  
transferred to Havana (Cuba), changing  
places with Mr Briggs, the Consul-General  
there. Mr Rublee came to Hongkong as  
the successor of Mr Wilman, who was  
drowned in the *City of Rio de Janeiro* out-  
side San Francisco, and both Mr and Mrs  
Rublee have made many friends in the  
Colony during their two years' residence  
here. Havana, just now, is a very impor-  
tant place in which to represent American  
interests, and the U.S. Government has  
chosen an official who not only possesses all  
the necessary qualifications but is sure to  
command the respect of all who meet him  
in business or social life.

**The Kwangsi Rebellion.**

Our correspondent in the capital of  
Kwangsi Province has no news to give  
about the alleged rebellion in Kwangsi,  
but refers to disturbances in the neigh-  
bourhood of Luechow. The Chinese authori-  
ties evidently consider the state of affairs  
serious, for the Chinese cruisers *Jihua*  
*Gai* and *King Ching* passed through  
the Harbour this morning on their way  
to Whampoa or Canton loaded with  
'braves' who swarmed all over the  
vessels. It is estimated that there were  
nearly a thousand men on the two  
cruisers. These men are not required in  
Kwangtung, so the presumption is, that  
they are destined for Kwangsi, where the  
predatory bands now over-running that  
Province, and referred to from time to  
time in official reports and the native press  
as 'rebels,' are going to have a lively time,  
that is assuming that the 'braves' are  
worthy their salt and are led by efficient  
officers. It is quite evident that arms and  
ammunition are being smuggled into the  
Southern Provinces of China, in spite of  
the efforts of the Hongkong authorities.  
The allegation is that these arms find  
their way into the interior through ad-  
jacent French and Portuguese territory.  
If this allegation is correct, and surely the  
Chinese have means of ascertaining the  
truth, then it seems to us that the Powers  
concerned in the trade of China ought to  
bring pressure to bear in the proper quar-  
ter to put down this illicit business.

**BABY'S COUGH MUST NEVER  
LINGER**

NOTHING is more distressing than to  
see a helpless little infant suffering  
with a cough, and to be fearful of using a  
remedy which may contain some harmful  
ingredient. The makers of Chamberlain's  
Cough Remedy positively guarantee that  
this preparation does not contain opium in  
any form, or any other harmful substance.  
Mothers may confidently give this remedy  
to their little ones. It gives prompt relief  
and is perfectly safe. It always cures and  
cures quickly. For sale by All Dealers;  
Watsons Ltd., General Agents.

**LOCAL AND GENERAL.**

**Notes by the Way.**

The English Mail of the 13th Sept.  
was delivered in London on the 11th Oct.

Major the Hon. Cecil Bingham comes  
out to India on the Duke of Cornwall's  
Staff.

According to the *Japan Mail* of the  
4th inst., the *Shikishima* was refloated on  
the 2nd or 3rd instant.

The ship *Trigonia* (Captain Powell), a  
vessel of 1,000 tons, has been sold at Singa-  
pore, and put under the Dutch flag.

A large steam manufacturing of Coru-  
nickel coins has been discovered by the  
Japanese police in the Miyake Ironworks.

It is interesting to learn from a Berlin  
telegram dated 8th inst. that snow is  
falling continuously in the North of Italy.

Colonel Back, U.S. Minister to Japan,  
has returned to Tokio from his cruise to  
Hakodate, Vladivostok, and Corea in  
the U. S. S. *New York*.

Messrs. Baring Bros. & Co. are as-  
sociated with the Hongkong and Shanghai  
Bank in placing the 50,000,000 yen worth  
of Japanese bonds in London.

The new ruyepes of Szechuan and Tibet  
has on one side the young Emperor in  
'tong-tong' and on the other side four  
characters, 'Szechuan sen teo.'

This being their last performance at the  
Hongkong Hotel, owing to their approach-  
ing departure for India, a special pro-  
gramme has been selected for the occasion.

The land of the Royal Welsh Fusiliers  
will play at The Cliffs, the Peak, from 9  
p.m. to 11 p.m. on Saturday, when Colonel  
and Mrs Bertie will be at home to their  
friends.

The Hongkong and Shanghai Bank  
has taken up Yokohama Waterworks Loan  
bonds to the extent of 1,444,000 yen,  
bearing 6 per cent. interest, at 86 yen per  
100, making the actual interest a fraction  
under 7 per cent.

Kuala Lumpur has been rather sad-  
dened of late by deaths and sickness; be-  
sides Inspector Miller and Mr Tom Gibson,  
the death is now announced of Mr George,  
wife of the Bandmaster. Mr Claud Severn  
is seriously ill with fever in hospital.

The Minister of Justice in New Zea-  
land has decided that all prisoners senten-  
ced to terms exceeding three months shall  
be allowed to smoke once a day. It is now  
suggested that billiards should be allowed.  
Hongkong beachcombers should make for  
New Zealand at once.

**Harbour Pirates Busy.**

That variety of petty pirates, the prey  
of whom is usually the 'junk' of the native  
small-trade, seems to be busy in the har-  
bour, just now. The police have, within  
the past few days, succeeded in capturing  
three members of the worst character in this  
line of criminal pursuit, and they will  
appear before the Magistrate for trial on  
Monday. The charge upon which they  
have been arrested is that of robbing an old  
man, assaulting him with a hatchet, and  
tying up a lad. The junk in which the vic-  
tims were ill-treated was only discovered  
after a search of several days.

**Hockey.**

A practice game of hockey was played  
on the Club ground yesterday afternoon,  
between teams captained by J. Hooper  
(Colours), and Lieut. Hunt, H.M.S.  
'Helmheim' (Whites). Both teams played  
three men short, and it is disheartening to  
those interested to find that men will not  
turn up for practice games, but only for  
the matches, thus missing the opportunity  
of learning to combine, which is such a  
feature of the Service teams. From the  
beginning, it was seen that the Whites  
were a stronger combination, and though  
the Colours strove hard to avert defeat,  
they were beaten after a fast game, by  
7 goals to 3. All the naval men played  
well, conspicuous among them being Carter  
of the *Tamar*, and Scott, Smyth, and  
Fringie, *Blenheim*. Of the Club men,  
Roberts, Wodehouse, Hooper, and Chatter  
all showed good form, Hooper having had  
luck in not scoring at least two more goals  
for his side. It seems probable that the  
Club will have a fairly strong eleven this  
year as there is a lot of new blood with  
a reputation behind it, but if they want  
to play well together, they must  
turn up for the practice games.—  
There will be a match tomorrow  
afternoon at 4.30 p.m. sharp when a Club  
team will oppose H.M.S. *Blenheim*. The  
following will represent the Club: Goal,  
Mr Messon, R.N.; Backs, P. P. J. Wode-  
house, Lieut. Quennell, A.O.D.; Half-  
backs, Lieut. Solihet, R.N., C. P. Chatter,  
J. P. Jordan; Forwards, J. Hooper, A. G.  
Roberts, Capt. Dykes, R.A., Lieut.  
Batham-Thornhill, R.A., and Mr Carter,  
R.N.

**PROMPT ACTION**

In dealing with what may be only a slight  
cough will often avert some more serious  
illness.

**STEARNS' COUGH CURE**

is just the thing for this, as it is always  
speedy and effective. Wholesale from A. S.  
Watson & Co., Ltd., Hongkong.

**LOCAL AND GENERAL.**

**A New Tugboat.**

We were in error in stating last night  
that the new tugboat of the Hongkong and  
Whampoa Dock Co. was to be launched this  
morning. The launch takes place  
to-morrow (Thursday).

**Coal-stealer Punished.**

With the object of checking coal steal-  
ing on the water, Mr Wolfe fined Li K.  
Tsi and Chan Kam, his wife, \$100 each for  
having in possession of a ton of coal pilloved  
to have been pilloved, at the Magistracy,  
to-day.

**A Long Ship.**

The advertisement which appears in  
another column about the *Korea* should  
put a stop to the sinister remarks by  
thirsty individuals that she is 'a long ship.'  
It is a fact, nevertheless, that she is a long  
ship—longer than H.M.S. *Powerful*.

**The Japanese Navy.**

As France and Russia will have from  
350,000 to 360,000 tons of fighting ships in  
Far Eastern waters in 1907, and Japan has  
only 180,000 tons, the Japanese navy must  
be increased, and it is proposed to build  
120,000 tons in the next six years.

**Over-loaded Launches.**

At the Magistracy, to-day, there were  
several cases in which fines were inflicted  
for overloading launches. Wah Tsam,  
master of the *Ting fat*, was fined \$40 or  
seven weeks for having nineteen passengers  
in excess; and Lung King was told to pay  
\$100 or go to prison for ten weeks for  
having on his launch, *Ying Chang*, 56 pas-  
sengers in excess of the licensed number.

**Volunteers in Camp.**

In expectation of the competitions to  
come the volunteers are becoming expert  
in the handling of the quick-fires and the  
six and ten-inch breechloaders mounted in  
the three batteries on Stonecutters island.  
Very good work is being done, the students  
of artillery being just as anxious to learn  
as their instructors are eager to teach.  
When they do come off, the competitions  
should show a good average of execution at  
the targets; so far the 'soldiers for a week  
or so' are quite enamoured of the music of  
shrieking shells. Colonel Johnson's lecture  
last night proved very instructive, and it  
was also highly entertaining. He is the  
Colonel commanding the Royal Garrison  
Artillery. He prefaced his remarks by  
saying that he had volunteered to give a  
lecture to show his interest in the corps  
and to welcome it into his branch of the  
service. Then he went on to give a general  
idea of the uses of garrison artillery, and  
sketched out the duties of everyone from  
gunner up to fire commander, laying special  
stress on the necessity of everyone doing  
his best. Success is only to be got by  
general proficiency. He summarized the  
aim of artillery as being the ability of fit-  
ting hard and hitting often. The men who  
had assembled in good force, thought this  
epitome rather a good one. Quite a num-  
ber of guests are expected for the concert  
to-night. It will be one of the events of  
the 'Camp,' and those who come may ex-  
pect a feast of enjoyment.

**Projectoscope Pictures.**

It is always more pleasant to praise  
than to condemn, but the pleasure is not  
always possible. Quite a large percentage  
of last night's audience in the Theatre  
Royal sat through the projectoscope per-  
formance in the hope of finding something  
to applaud—other folk, less gifted with  
Job-like patience, left, some before the  
first part of the programme was gone  
through, the rest at various later stages.  
With the solitary exception of *Alva's* really  
smart tricks with the coins, cards and  
billiard balls, there was nothing to raise a  
cheer, but very much to find fault with,  
and the house manifested its displeasure in  
the 'hissing' which was heard every other  
minute, almost, from all parts of the audi-  
torium. The whole show was most dis-  
appointing. Either the 'projectoscope'—  
which, by the way, from what one could see  
of it, suggests one of the very first of the  
'scopes'—or its operator was at fault. The  
pictures jerked into all sorts of ludicrous  
positions on the screen and the vibration  
was most painful to the eye. Add to this,  
that the first series of pictures, being in-  
tended to represent the passion play at  
Oberammergau, invaded that almost for-  
bidden ground in art (upon which those  
who venture at all may but tread upon  
tiptoe), and the effect may be imagined.  
It was grotesque, to use the mildest remon-  
strance. The Coronation pictures excited  
curiosity, but for lack of light they could  
not be seen with anything approaching  
distinctness, and, here again, the vibration  
was deplorably manifest. The show, to-  
night and to-morrow night may possibly  
be better. There is certainly ample margin  
for improvement.

**MR. W. MITCHELL, Chemist, Bury,  
England, writes: Mrs. Hortley, an  
elderly lady, of 25, Eldon Street, was taken  
ill about Christmas time with dyspepsia,  
followed by diarrhoea and general break-  
down in fact, she could not walk more  
than a few yards and feared the worst was  
coming. On the recommendation of friends,  
she commenced taking Stearns' Wine of Cod  
Liver Oil and derived so much benefit from  
the first bottle that she continued, and  
to-day visited my store and purchased the  
sixth bottle, having entirely recovered her  
customary good health. Wholesale from  
A. S. Watson & Co., Ltd., Hongkong.**

**TELEGRAMS.**



## CORRESPONDENCE.

## THE CENTRAL MARKET.

To the Editor of the "CHINA MAIL."

Hongkong, 14th Oct., 1902.

Sir,—In the report of the Commission lately sitting on the food question, I do not remember any reference made to the arrangements of the Central Market as regards stalls and their convenience for the buying public. In fact, I don't think they could have ever visited the Market. Otherwise, they would surely have seen and reported the sad want of sensible arrangement of the stalls.

The eastern avenue, entering from Queen's Road, is lined on both sides by butchers' stalls for half its extent. The second half is stalls for the sale of fruit, and this is really very pretty and nice. To get there, however, one has to either climb up long flights of stairs, or pass through the butchers' avenue, both of which may prevent many, especially ladies, from visiting the fruit department.

The western avenue, next the Queen's Road, is occupied by a few grocers' stalls. The number of these could and would be largely increased, if the butchers were cleared out from east avenue and transferred to the western avenue.

There would be the poultry stalls, but the market authorities should insist on their keeping for sale, fowls, etc., already killed and dressed, and each to have a decent ice-chest or cold chamber. The storage of ailing of live fowls, etc., should be transferred to the basement, as also the killing and feather-picking place. It is well known that fowls for market are kept and fed in a dark place, to fatten them.

The latrine at the west end, should be removed to some place in the passage, near the middle of the market.

Conjointly with the removal of the grocers' stalls to the front east avenue, provision should be made for a few flower stalls (no disrespect to the monopoly in your street), adjoining the fruit stalls.

Yours faithfully,

GOVERNMENT.

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## ROYAL HONGKONG YACHT CLUB.

## Annual Meeting.

Hon. F. H. May, C.M.G., the Commodore, presided at the annual general meeting of the Royal Hongkong Yacht Club, which was held yesterday evening in the Cricket Club Pavilion. There was an excellent attendance of members.

The Chairman, in opening the proceedings said he was glad to see so many present, and he was equally pleased to tell them that the Club was in a very healthy state. The finances showed a credit balance, not very large. They were also fortunate in having for the first time in the history of the Club a Commodore who is a real pukka Commodore (laughter and applause). He came to join the ranks and try to wrest the championship from them (they hear). Commodore Robinson was the first who had ventured to the length of the new class of 24-footers, and fired by his example he (the Chairman) had followed his lead, and was determined to try to win the Cup with the same class of boat. So the Club had got two boats by the best designer in England, Arthur Payne, which he thought was a great feather in its cap (applause). Certainly there was a yacht in the Club which was the best that could be got of yachts of so recent a design as these two yachts would be. The Commodore had had under consideration the desirability of having a permanent home. Their recent quarters had not good air, and were without facilities for hauling. At present, as they knew, they were housed by A King at Wanchai, and he was liable to be turned out at any moment. There had been some difficulty in finding a site, but finally they had secured one close to Meyer's petroleum godowns at North Point. The Committee applied to the Government for a site there for the purposes of the club, and he was in a position to inform them that the recommendation had gone home to the Secretary of State. If they were fortunate enough to get it, they would have a very good site indeed. It afforded good anchorage, and there was enough room for a yard in which the boats could be pulled up and cleaned and stowed away in the typhoon season. There was also a little space left for a Club-house, in which members after battling with the elements could dress and so on, and which would be in the right mind. He might tell them that the nearest site they could get, and they hoped it would be quite accessible in a very short time by the proposed electric tramway (applause). Another matter which the Club was engaging the attention of the Committee was the conditions under which members of the Club were entitled to fly the blue ensign. Unfortunately, the correspondence had not been very well kept, and the Club had their Royal warrant and by which some boats had in the past flown the blue ensign. They had now received a communication from the Admiralty at home, but the formalities were not yet concluded, and he had hardly told them that it was very undesirable that any one should fly the blue ensign until the warrant had been received. In fact, there was a penalty of £500 attaching to such a thing, so he would ask them to take care. The accounts showed a credit balance of \$50 against \$88 at the beginning of the year, but there had been some abnormal expenditure which would not occur again.

The adoption of the accounts was moved by Mr. H. E. Pollock, K.C., seconded by Mr. H. W. Bird, and agreed to. The next business was the election of officers, and the Vice-Commodore, Mr. H. E. Pollock, K.C., was elected. The Chairman said he had much pleasure in submitting the name of Commodore Robinson for the post (applause). Hon. Dr. F. W. Clark proposed the election of officers, and the Commodore, Mr. H. E. Pollock, K.C., was elected. The Chairman said he had much pleasure in submitting the name of Commodore Robinson for the post (applause). Hon. Dr. F. W. Clark proposed the election of officers, and the Commodore, Mr. H. E. Pollock, K.C., was elected.

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The Chairman went on to say, he felt very strongly. There was a question that racing on Sunday offended a good many people and kept some from racing who otherwise would race. They would not hold a Gymkhana on Sunday, or a race meeting or a rifle meeting or any form of sport which entailed publicity in the way of racing did. It was all very well to go out shooting or golfing, for people did not notice that and did not offend them. (Laughter.) But apart from the question of going to church or anything of that nature, personally he did not like to do himself a thing which offended other people. He had set out the reasons therefore why he brought this resolution forward, and he did not think that anything could be added. They would notice that he had only suggested that Club races should be held on Saturdays. There were Cup races, of course, but they did not appear to him to be the same objection to Cup races being held on Sundays. A man went in for a Cup race if he liked it, and he was not likely to get away in time. He himself thought it would be a good thing for the Club races to be held on Saturday afternoons, for the simple reason that that would leave the whole of Sunday free. The racing on Sunday at present carried on by the Club, was a very heavy, but practically cut up the whole day, and left no time for anything else. If the Chairman would amend his motion to read that the races start at 2.30 p.m., he would have much pleasure in the resolution.

The Chairman consented. Mr. Slade said he was most strongly opposed to this motion. If they were not to start at 2.30, only 30 hours were left for the races, and they had to finish at 5.45. For a 10, 11, or 12 mile course on a light day 30 hours was an impossible time. They wanted a good 4 hours at the very least for boats to finish. If these races were held on Saturday, there would be no time for the races to be held on Sunday. There was no saying when the racing would be finished if they had light weather such as they had last season. But there was a more serious objection than this even, he believed, a considerable number of boat-owners here would be unable to sail regularly on Saturday afternoons. He knew one owner who would be able never or only very rarely to sail on Saturday afternoons. Personally, he was prevented from sailing with regularity by work which he could not delay. Many others, too, would necessarily have some press of work on Saturday afternoons which would prevent them getting away. Let them have the races on Sunday, and the Club races at a time when every man could be sure of getting away. With regard to the objection that these new boats sailed so much quicker than the whole day was cut up for a few hours, he did not think anybody would be able to claim that the whole day was cut up. People could have their mornings to themselves before going out. On the Sabbath aspect of the question that it offended people to have racing going on on Sundays, he personally could not see the difference between going out and competing with other boats and going out sailing in company with other boats. He did not see how anybody could be so greatly offended by the Club having races on Sunday afternoons.

Mr. F. B. Deacon said what they must look at was, what was best for the boat interests of the Club. That was the thing that ought to weigh with the members. He thought, and thought strongly, that there was no doubt whatever that the best interests of the Club would be best served by sailing as they heretofore had done, for it was perfectly clear that almost every boatowner would be in the position of being unable to start once or twice (if not more) during the season; and in such a case a man might really lose all further interest in racing for the balance of the season. That could not be good for the Club. The Chairman had pointed out that the boats they had would be able to finish the races easily on Saturday afternoons. That was all very good at the beginning of the season when there were good breezes. But at the end of the season, when the winds were light, they seldom found themselves with very much margin starting at 1 o'clock, and very often had no margin at all and could not finish. The Hon. Secretary had suggested that the races should be held on Sundays at 1.30. If they sailed on Sunday, they should stick to the time they had always adhered to. He did not think that most of them, looking at the question seriously, that there were very much to be gained in sailing on Sunday. They were not parading in front of people coming out of church. They went away up or down the Harbour, and people could not see them unless they looked out of their windows, and then all they could see was a few boats, nobody knew whose, sailing some miles off. He really did not see how that could hurt anybody's feelings.

The Chairman remarked that with regard to the question of the time, he was not sure for some members to sail on Saturdays, the facts were all in his favour. It was a fact that in the past three seasons he had deliberately made it a condition of his Commodore's Cup races that they must be sailed on Saturday afternoons, and he was the object of getting some day or other all races sailed on Saturday afternoons. It was a fact which the Club records would bear out that no single owner, so far as his memory served him, had ever been prevented from sailing on these days.

Mr. Slade said that last year when Commodore's Cup races had to be resailed. Personally, he was not able to go out at that time. The Chairman stated his belief that if Club races were fixed on Saturdays members would find time to race. A show of hands having been called for, the Chairman's motion was defeated by a considerable majority, only four voting in favour of it.

The Chairman moved that Club races on Sunday commence at 1.30 p.m. This would be a great convenience to members resident at the Peak. His principal reason for making this motion was that it would enable any person to attend a meeting at the Cathedral and go out sailing afterwards. If he were then, as Commodore of the Yacht Club, asked why Sunday sailing was persisted in, he could certainly demonstrate that it did not interfere with church-going. He was sure this half-hour extra could not make any difference to their sailing. There was plenty of time still to sail any reasonable course—12 or 15 miles. He would also propose that they extend the time to 5.45 in December and January and 6.15 in the other months.

This motion was seconded by Lieut. G. Badham Thornhill, R.A., and Mr. Slade heartily supported the proposal. It was a good answer, he said, to those who talked about the racing as preventing people from attending church, and would be a convenience to Peak residents. The proposal was agreed to.

The prizes were subsequently fixed at \$100 and \$50 as first and second respectively in the first championship class; \$50 and \$40 in the second if four boats raced, or less than four, one prize of \$50; the remaining \$40 to be given to one-design class, the first prize in which to be \$70. The Chairman announced that the first of the Cup races would be run on 1st November, with the usual Ladies' Race. He trusted the ladies would turn out in good force. On 2nd November the first Club race would be sailed.

A hearty vote of thanks was accorded the Chairman.

## LATE TELEGRAMS.

## Obituary.

Calcutta, September 25.—Dr. Henry Maitland Anderson died of alcoholic poisoning at the Medical College Hospital on Wednesday. A coroner's inquest is to be held.

## The Famine in India.

Calcutta, September 25.—Another nineteen thousand persons left the Famine Relief works in Western India last night.

## The Red Sea Lights.

Calcutta, September 24.—The Committee of the Bengal Chamber of Commerce have been informed by the Government of Bengal that information has been received through the India Office that the Commander of one of the Hamburg-America Steamship Company's boats, which lately passed in proximity to the lighthouse building in the Red Sea, reports that according to outward appearances the lighthouse on the Jebel Teir, Centre Peak Island and Abu, all seemed to be completed, as the staging had been taken off.

## Afghan Affairs.

Allahabad, September 25.—A frontier correspondent states that the anniversary of the Amir's accession will be celebrated all over Afghanistan on the 23rd instant. A great durbar will be held at Kabul on the 29th when Habibullah will receive all the leading Sardars, officials and selected tribal representatives. It is expected he will then make some declaration regarding his line of policy both in Civil and Military administration. Eight thousand prisoners are to be released on that day.

The correspondent also states that Sir Mahomed Ali Beg, better known as Wakil Sarangani, Governor of Jellalabad, was arrested on the 14th instant. The arrest was effected by a troop of cavalry sent secretly from Kabul with secret orders. Ali Beg and his family have been taken to Kabul. His property in Jellalabad, valued at a lakh of rupees, has been confiscated. The charges against him are of the usual character in Afghanistan, bribery and embezzlement of State funds. He is further alleged to have killed the Khugian chief.

## Krugers Memoirs.

Reuters Agency is informed that Mr. Kruger's book, which will be published on November 15,



## Shipping.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE, RANGOON AND COLOMBO.

S.S. Saida, Capt. BRENNER, 21st October, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Saxon, Capt. JABER, 6th November, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

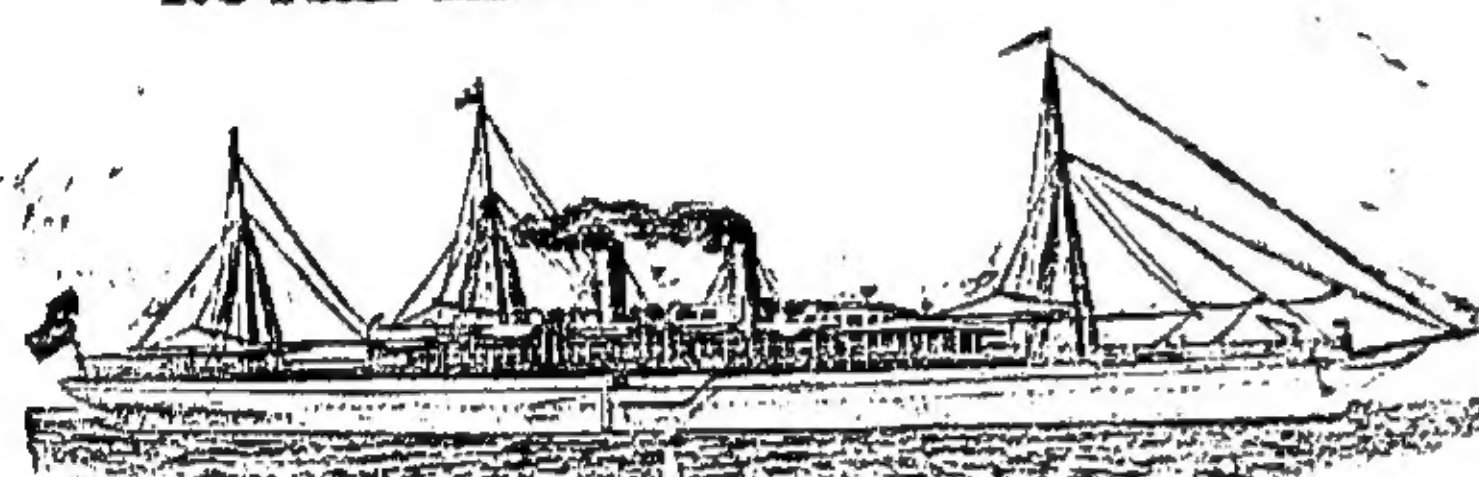
S.S. Soria, Capt. BRENNER, 10th November, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Marburg, Capt. NIEDEMEYER, 3rd December, 1902. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
Queen's Buildings, No. 1.CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Twin Screw steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.

Saving 3 to 7 Days across the Pacific.

Proposed sailings from Hongkong.

(Subject to Alteration.)

R.M.S. EMPRESS OF CHINA, Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, Oct. 22.  
R.M.S. EMPRESS OF INDIA, Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, Nov. 19.  
R.M.S. TARTAR, Comdr. E. BETHAM, R.N.R. WEDNESDAY, Dec. 3.  
R.M.S. EMPRESS OF JAPAN, Comdr. H. FRYER, R.N.R. WEDNESDAY, Dec. 17.  
R.M.S. ATHLETIC, Comdr. H. MOWAT, WEDNESDAY, Dec. 31.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO

VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS a WEEK in the

Trans-Pacific journey, and make connection at Vancouver with the

Trans-Pacific TRAINS of the CANADIAN PACIFIC RAILWAY, PALATIAL

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## Shipping.

## OCEAN STEAMSHIP COMPANY, LIMITED.

## OUTWARDS.

FROM STEAMERS DUE  
GLASGOW AND LIVERPOOL.....PATRICK.....24th October.  
GLASGOW AND LIVERPOOL.....STEVENS.....30th October.  
GLASGOW AND LIVERPOOL.....TANTALUS.....8th November.  
GLASGOW AND LIVERPOOL.....ALCIBIUS.....13th November.

## HOMEWARDS.

FOR STEAMERS TO SAIL  
LONDON.....ACHILLES.....28th October.  
LONDON.....MENEZES.....11th November.  
LONDON.....DEUCALION.....20th November.  
LONDON.....ACAMENON.....26th November.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, October 15, 1902.

CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.

## OUTWARDS.

FROM STEAMERS DUE  
GLASGOW AND LIVERPOOL.....YANGTZE.....29th October.  
GLASGOW AND LIVERPOOL.....TIENTSIN.....17th October.  
GLASGOW AND LIVERPOOL.....YANCHOW.....18th October.  
GLASGOW AND LIVERPOOL.....YOKOHAMA.....10th December.

## TRANS-PACIFIC SERVICE.

FOR STEAMERS TO SAIL  
VICTORIA, SEATTLE, TACOMA, and  
all PACIFIC COAST PORTS, YANCHOW,  
NAGASAKI, KOBE & YOKOHAMA.....YANGTZE.....31st October.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, October 3, 1902.

## CHINA NAVIGATION CO., LD.

FOR STEAMERS TO SAIL  
SHANGHAI.....SHANSHI.....17th October.  
AMOI, SAMARANG & SOERABAYA.....SHANTUNG.....17th October.  
SHANGHAI.....YANCHOW.....18th October.  
CHU and ILOILO.....KAPUSAN.....22nd October.  
TOWN, CAIRNS, TOWNSVILLE,  
BRISBANE, SYDNEY and MEL-  
BOURNE.....TAIWAN.....23rd October.

The attention of Passengers is directed to the Superior Accommodation offered

by these Steamers, which are fitted throughout with Electric Light. A duly qualified

Surgeon is carried.

Taking Cargo on this bill of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other

Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, October 15, 1902.

## IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID

NAFLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND AT SOUTHAMPTON TO LAND

PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

PREUSSEN.....THURSDAY, 16th October.

HAMBURG.....WEDNESDAY, 29th October.

SAISON.....WEDNESDAY, 12th November.

GERA.....WEDNESDAY, 20th November.

KIAUSCHOU.....WEDNESDAY, 10th December.

BAYERN.....WEDNESDAY, 24th December.

KONIG ALBERT.....WEDNESDAY, 7th Jan., 1903.

PRINZESS HEINE.....WEDNESDAY, 21st Jan., 1903.

DAHMSTADT.....WEDNESDAY, 4th Feb., 1903.

\* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 16th day of October, 1902, at Noon, the Steamship

PREUSSEN, of the Norddeutscher Lloyd, Captain E. PREUS, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above,

Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 14th October, Cargo

and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 16th Oct.,

and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 16th Oct.

Contents of Packages are required. No Parcel Receipts will be signed for less than

25.00 and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers &amp; Co., Agents.

## NORTHERN PACIFIC S.S. CO.

## BOSTON STEAMSHIP CO.

## BOSTON TOW-BOAT CO.

## PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

## NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. 1902.

VICTORIA.....3502 J. J. Pantan.....Oct. 18.

PLEIADES.....3763 W. H. Smith.....Oct. 23.

OLYMPIA.....2837 J. Truebridge.....Oct. 29.

SHAWMUT.....2906.....Nov. 7.

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this Line

to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the

UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST PORTS and to the Principal

Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to

Doddwell &amp; Co., Limited, General Agents.

Hongkong, October 10, 1902.

## Shipping.

PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named:—

FOR STEAMSHIP CAPTAIN DATE

LONDON.....Glenshiel.....J. MacGILLIVRAY.....Noon, 17th Oct.

YMA Via SHAL TAKU, MOJI and KOBE, Tientsin.....W. W. COOKE, R.N.R. About 21st Oct.

LONDON, &amp;c.....Balkarat.....F. SUMMERS.....Noon, 25th Oct.

SHANGHAI.....Masilia.....G. W. COCKMAN, R.N.R. About 26th Oct.

\* See Special Advertisement.

† For Freight only.

For Freight or Passage, and further Particulars, apply to

P. &amp; O. S. N. Co.'s Office, Hongkong, October 13, 1902.

E. A. HEWITT, Superintendent.

26

## OSAKA SHOSEN KAISHA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR STEAMER LEAVING

TAMSAI Via SWATOW AND AMOI.....DAIGI MARE.....SUNDAY, 19th

FOOCHOW, Via SWATOW AND AMOI.....ANPING MARE.....WEDNESDAY, 22nd

TAMSAI, Via SWATOW AND AMOI.....DAMIN MARU.....SUNDAY, 26th

The Co.'s new Steamers are specially designed for the coast trade of South

China and Formosa, and are fitted with all modern improvements. Excellent accom-

modation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, and are subject to periodical inspection

by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Wharves at the Customs, water-front premises

at Tamsui to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch

Office, at No. 2, Des Voeux Road Central.

T. ARIMA, MANAGER.

Hongkong, October 15, 1902.

2579

## CHINA NAVIGATION CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Aus-

tralian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of

which can be obtained on applica-

tion to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" leaves on 23rd Oct.

"TEINAN" " " 15th Nov.

"CHANGSHA" " " 8th Dec.

"CHINGTU" " " 19th Dec.

Superior accommodation amidships—

Electric Light throughout—Fitted with

Refrigerators which ensure a fresh supply

of ice and provisions during the entire

voyage—Duly qualified European Surgeons

carried.

BUTTERFIELD &amp; SWIRE, Agents, CHINA NAVIGATION CO., LD.

Hongkong, October 3, 1902.

1600

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship LAISAN.

Captain E. J. TADU, will be despatched as

above on THURSDAY, the 16th Inst.,

at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, October 13, 1902.

2070

## TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's Well-known Steamship ROSETTA MARU, 3976 Tons,

Captain TATE, will be despatched hence

for MANILA, on TUESDAY, the 21st

Inst., at Noon.

Magnificent Accommodation. Comfort-

able Cabins. Excellent Table. Unrival-

led Speed. Electric Light. Doctor and

Stewardesses Carried.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, Ice House Street, First Floor.

Hongkong, October 13, 1902.

284

## STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW,"

3,287 Tons Gross Register,

will be despatched for ODESSA via PORTS

of CALL on or about 23rd October.

For Freight and further Particulars, apply to—

BRADLEY &amp; CO., Agents.

Hongkong, October 9, 1902.

1888

## STEAM FOR BALTIMORE AND NEW YORK.

THE French Steamer CHARLES TIBERGHEN,

will be despatched for the above ports on

or about 5th November.

For Freight, apply to

ARNOLD, KARBURG &amp; Co., Agents.

Hongkong, October 14, 1902.

2100

## Shipping.

## DOUGLAS STE







Merchant Vessels in Hongkong Harbour.

### Vessels Advertised as Loading

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping of midway between each shore are marked e., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

5. From Naval Yard to Blue Buildings.
6. From Blue Buildings to East Point.
7. From Keller's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessels' Names.	Anchor No.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers.</b>								
Ailua Craig.....	8	c Moody .....	British str.	2166	Oct. 14	Mitsui Bussan Kaisha		
Ananibia .....	3	c Corston .....	Danish str.	1839	Oct. 10	McAlchairs & Co.		
Anping .....	3	c Richards .....	Chi. str.	2239	Oct. 12	C. M. S. N. Co.		
Arnold Layton ..	3	c Ueberfeldt .....	Ger. str.	1905	Oct. 13	E. A. Trading Co.		
Arph .....	9	c Gow .....	Danish str.	2974	Oct. 13	Arnhold, Karberg & Co.		
Bygdo .....	3	c Carlson .....	Norw. str.	771	Oct. 13	Sander, Wieler & Co.	Swatow & Camsui	Oct. 19.
Daigi Maru .....	3	c Kitano .....	Japan. str.	846	Oct. 14	Osaka Shosen Kaisha		
Deuma .....	3	c Schickler .....	Ger. str.	985	Oct. 15	Sander, Wieler & Co.		
Empress of China ..	6	c Archibald .....	British str.	3003	Sept. 30	P. R. Co.	Vancouver (B.O.)	Oct. 22.
Feiching .....	3	c Gordon .....	Chi. str.	580	Oct. 13	M. C. S. N. Co.		
Footchow .....	3	c Sinalo .....	British str.	1126	Oct. 4	Butterfield & Swire		
Francisco Hayes ..	3	c Yagoda .....	Amer. str.	448	Oct. 12	Brandt & Co.		K'loon Do.
Gaea .....	3	c Schickler .....	Norw. str.	874	Oct. 15	Wan Way		
Georgia .....	1	c Bruhn .....	Ger. str.	1714	Oct. 15	Jensen & Co.		
Glenargy .....	4	c Holman .....	British str.	2091	Oct. 11	McGregor Bros. & Gow.		
Haitan .....	5	h Roach .....	British str.	1183	Oct. 14	Douglas Steamship Co.	Swatow & Foochow	Oct. 16.
Haidis .....	3	c Salsout .....	Norw. str.	1010	Oct. 10	Sander, Wieler & Co.		
Hongkong Maru ..	3	c Feheman .....	French str.	506	Oct. 14	H. A. H. Marty	S'hai & San F'cisco	Oct. 18.
Huachu .....	4	c Filmer .....	Japan. str.	2437	Oct. 10	Toyo Kisen Kaisha		
Huachu .....	4	c Merles .....	French str.	739	Oct. 15	A. R. Marty		
Hui-ping .....	3	c Macfarlane .....	British str.	1236	Oct. 12	Chinosee	Tientsin	Oct. 16.
Hu. Juno .....	3	c Anzabahaya .....	Amer. str.	438	Oct. 14	B. W. Nutall		

Chin	Kas Goteschakow	3	c	Forse	Russian str.	2470 Oct.	10	London, Matheson & Co.	S'pore & Calcutta	Oct. 16.
	Laining	4	d	Thad	British str.	1745 Oct.	4	Jardine, Matheson & Co.		
	Longman	3	c	Schulz	Ger. str.	1745 Oct.	5	Siemens & Co.		
	Macdon	5	b	Hannah	British str.	1276 Oct.	16	Butterfield & Swire	S'pore & London	Oct. 16.
	Minchow	3	c	Hayes	Ger. str.	906 Oct.	13	Butterfield & Swire		
	Meefoo	3	c	Brenger	Chi. str.	1321 Oct.	15	G. M. S. N. Co.		
	Melita	3	c	Privost	French str.	625 Oct.	14	Order		
	Pha Chua Chum Kian	3	c	Bohn	Ger. str.	1012 Oct.	16	Melchers & Co.		
	Pisaneuk	3	c	Bardling	Ger. str.	1247 Oct.	12	Butterfield & Swire		
	Pleow	3	c	Porington	Amer. str.	1162 Oct.	8	Dudwell & Co., Limited	K'loon	Oct. 16.
	Preussen	2	w	Prehn	Ger. str.	3278 Oct.	14	Melchers & Co.	Europe, &c.	Oct. 16.
	Prinn	2	c	Meyer	Norw. str.	701 Oct.	9	Sander, Wieler & Co.		
	Rubi	6	c	Almond	British str.	1611 Oct.	14	Reagan, Tamm & Co.		
	Sandakan	3	c	Schmud	Ger. str.	1574 Oct.	14	Melchers & Co.	Manila	Oct. 18.
	Serbia	3	c	Schmied	Ger. str.	2277 Oct.	14	Butterfield & Swire	Sandakan	Oct. 16.
	Sikane Maru	3	c	Fujita	Japan. str.	2004 Oct.	14	Dudwell & Co., Limited	Shanghai & Kobe	Oct. 16.
	Shansi	3	c	Carranagh	British str.	1240 Oct.	8	Butterfield & Swire		
	Shantlung	3	c	Engelhardt	Ger. str.	1004 Oct.	4	Melchers & Co.		
	Shantung	1	l	Quail	British str.	1835 Oct.	13	Butterfield & Swire		
	Skramstad	3	c	Hansen	Norw. str.	758 Oct.	9	Sander, Wieler & Co.		
	Skuld	4	c	Perbom	Norw. str.	914 Oct.	12	Chinese		
	St. Paul	4	c	Bocher	British str.	1514 Oct.	13	Jardine, Matheson & Co.		

Tatara	3	c Matthias ..	British str.	1250	Oct.	14	Butterfield & Swire	S'hai & Seattle	Oct. 20
Tanaka	3	c Christiansen ..	Japan. str.	3610	Oct.	11	Nippon Yusen Kaisha		
Tasaku Maru	3	c Koch ..	Ger. str.	1602	Oct.	14	Butterfield & Swire		
Victoria	3	c Panton ..	Amer. str.	3512	Oct.	7	Dowdell & Co., Ltd.	Tacoma, &c.	Oct. 18
Yodo Maru	3	c Samura ..	Japan. str.	1754	Oct.	10	Hutchinson		
Ying Yang	3	c Barker ..	British str.	387	Oct.	15	Jardine, Matheson & Co.	Shanghai	Oct. 16
Yochow	3	c Brown ..	British str.	1249	Oct.	9	Butterfield & Swire		

Albatross	3	c McKay ..	Amer. sh.	1252	July	14	Standard Oil Co.		
Andromeda	3	c Dunham ..	A. 4-m. bk.	2589	Sept.	11	Standard Oil Co.		
Grasshopper	2	c Roga ..	Brit. bge.	616	June	13	Order		
Kala	2	c Hughes ..	British sh.	1852	July	23	Order		
Luzon	2	c Park ..	Amer. bge.	2092	Aug.	19	Mosley		
Lynhurst	2	c Farwell ..	B. 4-m. bk.	2249	Oct.	7	Standard Oil Co.		
Manuel Lieghe	2	c Nichols ..	Amer. sh.	1468	July	31	Standard Oil Co.		

[SUPPLIED THROUGH REUTERS.]		Latest advices.	
Queen Louise, Sept. 2; Bombay, Honduras,		The N. Y. K. s.s. <i>Kagoshima</i> Maria left	
5; Idomenes, Spithhead, 12; Man-		Bombay via Singapore for this port on the	
buria, Barcelona, Decentish, 19;		the 13th Sept., and is expected to	
Gladstone, Andria, Tokomachi, Tientsin,		arrive here on the 51st Sept.	
Athens, 25; Leonora, Penzance, Tyndus,			
Mendius, Patrosly, Argonau, Accomas,		The Beston Tow Co.'s s.s. <i>Jyona</i> sailed	
30; Banea, Benglos, Bendroby, Shany lo,		from Tacoma on October 10th, for	
Sankai, Maria, Gera, Sydney, Nagasaki,		Vladivostok and Port Arthur.	
Tunkin, Prince Rupert, Fred. Ives,			
Societe Oct. 7; Sanb. Maru, Taitaba,		The s.s. <i>Croyden</i> from New York and	
Prince Rupert.		Straits, arrived at Manila on the 13th	
		Oct.	
		The P. & O. C.o.'s s.s. <i>Tientsin</i> left Sing-	
		apore for this port on the 15th Oct.	
		at 6 a.m.	

14th October.—At 4 P.M.						
Station.	Barom.	Therm.	Humidity.	Direction.	Wind.	
WV Ostook ..	29.53	59				SE
Nemuro ....	29.20	58				NE
Hakodate ....	30.13	58				SE
Tokio .....	30.06	58				SE
Kobe .....	29.96	58				NE
Koshi .....	29.99	58				W

Friday.	The M. M. Co.'s steamer <i>Anna</i> , with dates from Berlin of the 16th Sept., left Singapore on Sunday, the 12th inst., and may be expected here about Thursday, the 16th Oct.	arrived at Vancouver at 5.30 p.m., on Tuesday, the 14th Oct.
Friday.	The M. M. Co.'s steamer <i>Anna</i> , with the FRENCH MAIL of the 19th Sept., left Singapore on Monday, the 13th Oct., at 9 a.m., and may be expected here on or about Monday, the 15th Oct. This Packet brings replies to letters despatched from Hongkong on 10th August.	The O. S. S. Co.'s s.s. <i>Albatross</i> for Liverpool has arrived, and sails for Singapore on the 16th Oct., at daylight.
FRIDAY.	The P. M. S. S. Co.'s s.s. <i>China</i> , with mails &c., left Nagasaki on Sunday, the 13th Oct., at 10 a.m. for Manila. It is due here on Thursday, the 16th Oct., at noon. The American mail has been transferred to the French Mail <i>Saldieu</i> .	<b>Hongkong Times.</b> The Tide Table given below has been compiled by the Nautical Almanac Office London, and contains a number of observations taken by means of a water-tide tide-recording machine in the Water Pollen Basin at Tsim Sha Tsui during the years 1867-8-9.
Friday.	Thé O. S. Co.'s s.s. <i>Doric</i> , with mails &c., left San Francisco for this port & Honolulu, Yokohama, Iwakura, Kobe, Nagasaki and Shanghai, on the 27th September.	The s.s. <i>Albatross</i> of the Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level. To obtain the depth of water on the tide gauge at the Victoria Naval Dock and the pier, and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. to the height given in the table.

URA-	<p>mails etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, 7th Oct.</p> <p>The C. P. R. Co.'s s.s. <i>Empress of India</i> left Vancouver for Hongkong, via usual ports of call, on Monday, the 14th Oct.</p> <p><i>Steamers Expected.</i></p> <p>The C. P. R. Co.'s s.s. <i>Achenin</i> arrived at Nagasaki at 2 a.m., on Tuesday, the 14th Oct., and left again at 11 a.m. on same day for Kobe, where she is due to arrive at 5 p.m., on Wednesday, the 16th Oct.</p> <p>The Austrian Lloyd's s.s. <i>Trieste</i> left Manila for this port on the 13th Oct. The s.s. <i>Glanvynshire</i> left Singapore on Thursday afternoon, the 9th Oct., and may be expected here on or about Thursday, the 16th Oct.</p> <p>The N. Y. &amp; C. <i>Kawakita Maru</i> left</p>	<table> <tr> <th colspan="2" data-bbox="1015 1987 1046 2019"></th><th colspan="2" data-bbox="1046 1987 1109 2019">HIGH WATER.</th><th colspan="2" data-bbox="1109 1987 1170 2019">LOW WATER.</th></tr> <tr> <th data-bbox="1015 2019 1046 2033">Day of Month.</th><th data-bbox="1046 2019 1094 2033">Hour of Month.</th><th data-bbox="1046 2033 1109 2047">Mean Time.</th><th data-bbox="1094 2033 1109 2047">Height.</th><th data-bbox="1109 2019 1170 2033">Day of Month.</th><th data-bbox="1170 2019 1233 2033">Hour of Month.</th></tr> <tr> <td data-bbox="1015 2047 1046 2064">Thur.</td><td data-bbox="1046 2047 1094 2064">16.</td><td data-bbox="1046 2064 1109 2079">h 3 m 10 s</td><td data-bbox="1094 2064 1109 2079">4.1</td><td data-bbox="1109 2047 1170 2064">h 3 m 10 s</td><td data-bbox="1170 2047 1233 2064">h 3 m 10 s</td></tr> <tr> <td data-bbox="1015 2064 1046 2079">Fri.</td><td data-bbox="1046 2064 1094 2079">17</td><td data-bbox="1046 2079 1109 2093">h 3 m 45 s</td><td data-bbox="1094 2079 1109 2093">4.2</td><td data-bbox="1109 2064 1170 2079">h 3 m 45 s</td><td data-bbox="1170 2064 1233 2079">h 3 m 45 s</td></tr> <tr> <td data-bbox="1015 2079 1046 2093">Sat.</td><td data-bbox="1046 2079 1094 2093">18</td><td data-bbox="1046 2093 1109 2110">h 4 m 30 s</td><td data-bbox="1094 2093 1109 2110">4.3</td><td data-bbox="1109 2079 1170 2093">h 4 m 30 s</td><td data-bbox="1170 2079 1233 2093">h 4 m 30 s</td></tr> <tr> <td data-bbox="1015 2093 1046 2110">Sun.</td><td data-bbox="1046 2093 1094 2110">19</td><td data-bbox="1046 2110 1109 2124">h 5 m 15 s</td><td data-bbox="1094 2110 1109 2124">4.4</td><td data-bbox="1109 2093 1170 2110">h 5 m 15 s</td><td data-bbox="1170 2093 1233 2110">h 5 m 15 s</td></tr> <tr> <td data-bbox="1015 2110 1046 2124">Mon.</td><td data-bbox="1046 2110 1094 2124">20</td><td data-bbox="1046 2124 1109 2139">h 6 m 0 s</td><td data-bbox="1094 2124 1109 2139">4.5</td><td data-bbox="1109 2110 1170 2124">h 6 m 0 s</td><td data-bbox="1170 2110 1233 2124">h 6 m 0 s</td></tr> <tr> <td data-bbox="1015 2124 1046 2139">Tues.</td><td data-bbox="1046 2124 1094 2139">21</td><td data-bbox="1046 2139 1109 2156">h 6 m 45 s</td><td data-bbox="1094 2139 1109 2156">4.6</td><td data-bbox="1109 2124 1170 2139">h 6 m 45 s</td><td data-bbox="1170 2124 1233 2139">h 6 m 45 s</td></tr> <tr> <td data-bbox="1015 2139 1046 2156">Wed.</td><td data-bbox="1046 2139 1094 2156">22</td><td data-bbox="1046 2156 1109 2170">h 7 m 30 s</td><td data-bbox="1094 2156 1109 2170">4.7</td><td data-bbox="1109 2139 1170 2156">h 7 m 30 s</td><td data-bbox="1170 2139 1233 2156">h 7 m 30 s</td></tr> </table>			HIGH WATER.		LOW WATER.		Day of Month.	Hour of Month.	Mean Time.	Height.	Day of Month.	Hour of Month.	Thur.	16.	h 3 m 10 s	4.1	h 3 m 10 s	h 3 m 10 s	Fri.	17	h 3 m 45 s	4.2	h 3 m 45 s	h 3 m 45 s	Sat.	18	h 4 m 30 s	4.3	h 4 m 30 s	h 4 m 30 s	Sun.	19	h 5 m 15 s	4.4	h 5 m 15 s	h 5 m 15 s	Mon.	20	h 6 m 0 s	4.5	h 6 m 0 s	h 6 m 0 s	Tues.	21	h 6 m 45 s	4.6	h 6 m 45 s	h 6 m 45 s	Wed.	22	h 7 m 30 s	4.7	h 7 m 30 s	h 7 m 30 s	<table> <tr> <td data-bbox="1233 1987 1295 2019">WYUOSE</td><td data-bbox="1295 1987 1358 2019">2.6</td><td data-bbox="1358 1987 1421 2019">29.87</td><td data-bbox="1421 1987 1482 2019">43</td><td data-bbox="1482 1987 1498 2019">NE</td></tr> <tr> <td data-bbox="1233 2019 1295 2033">Nemuro</td><td data-bbox="1295 2019 1358 2033">3.0</td><td data-bbox="1358 2019 1421 2033">30.28</td><td data-bbox="1421 2019 1482 2033">48</td><td data-bbox="1482 2019 1498 2033">NE</td></tr> <tr> <td data-bbox="1233 2033 1295 2047">Hakodadi</td><td data-bbox="1295 2033 1358 2047">3.0</td><td data-bbox="1358 2033 1421 2047">30.09</td><td data-bbox="1421 2033 1482 2047">48</td><td data-bbox="1482 2033 1498 2047">NE</td></tr> <tr> <td data-bbox="1233 2047 1295 2064">Tokio</td><td data-bbox="1295 2047 1358 2064">3.0</td><td data-bbox="1358 2047 1421 2064">30.04</td><td data-bbox="1421 2047 1482 2064">48</td><td data-bbox="1482 2047 1498 2064">NE</td></tr> <tr> <td data-bbox="1233 2064 1295 2079">Nagasaki</td><td data-bbox="1295 2064 1358 2079">3.0</td><td data-bbox="1358 2064 1421 2079">29.96</td><td data-bbox="1421 2064 1482 2079">48</td><td data-bbox="1482 2064 1498 2079">NE</td></tr> <tr> <td data-bbox="1233 2079 1295 2093">Kagoshima</td><td data-bbox="1295 2079 1358 2093">3.0</td><td data-bbox="1358 2079 1421 2093">29.91</td><td data-bbox="1421 2079 1482 2093">48</td><td data-bbox="1482 2079 1498 2093">NE</td></tr> <tr> <td data-bbox="1233 2093 1295 2110">Oshima</td><td data-bbox="1295 2093 1358 2110">3.0</td><td data-bbox="1358 2093 1421 2110">29.86</td><td data-bbox="1421 2093 1482 2110">48</td><td data-bbox="1482 2093 1498 2110">NE</td></tr> <tr> <td data-bbox="1233 2110 1295 2124">Naha</td><td data-bbox="1295 2110 1358 2124">3.0</td><td data-bbox="1358 2110 1421 2124">29.87</td><td data-bbox="1421 2110 1482 2124">48</td><td data-bbox="1482 2110 1498 2124">NE</td></tr> <tr> <td data-bbox="1233 2124 1295 2139">Ishijima</td><td data-bbox="1295 2124 1358 2139">3.0</td><td data-bbox="1358 2124 1421 2139">29.86</td><td data-bbox="1421 2124 1482 2139">48</td><td data-bbox="1482 2124 1498 2139">NE</td></tr> <tr> <td data-bbox="1233 2139 1295 2156">Tahara</td><td data-bbox="1295 2139 1358 2156">3.0</td><td data-bbox="1358 2139 1421 2156">29.86</td><td data-bbox="1421 2139 1482 2156">48</td><td data-bbox="1482 2139 1498 2156">NE</td></tr> <tr> <td data-bbox="1233 2156 1295 2170">Tobatsu</td><td data-bbox="1295 2156 1358 2170">3.0</td><td data-bbox="1358 2156 1421 2170">29.86</td><td data-bbox="1421 2156 1482 2170">48</td><td data-bbox="1482 2156 1498 2170">NE</td></tr> <tr> <td data-bbox="1233 2170 1295 2184">Tama</td><td data-bbox="1295 2170 1358 2184">3.0</td><td data-bbox="1358 2170 1421 2184">29.86</td><td data-bbox="1421 2170 1482 2184">48</td><td data-bbox="1482 2170 1498 2184">NE</td></tr> <tr> <td data-bbox="1233 2184 1295 2201">Koshu</td><td data-bbox="1295 2184 1358 2201">3.0</td><td data-bbox="1358 2184 1421 2201">29.86</td><td data-bbox="1421 2184 1482 2201">48</td><td data-bbox="1482 2184 1498 2201">NE</td></tr> <tr> <td data-bbox="1233 2201 1295 2216">Pescadore</td><td data-bbox="1295 2201 1358 2216">3.0</td><td data-bbox="1358 2201 1421 2216">29.86</td><td data-bbox="1421 2201 1482 2216">48</td><td data-bbox="1482 2201 1498 2216">NE</td></tr> <tr> <td data-bbox="1233 2216 1295 2230">Gulfair</td><td data-bbox="1295 2216 1358 2230">3.0</td><td data-bbox="1358 2216 1421 2230">29.86</td><td data-bbox="1421 2216 1482 2230">48</td><td data-bbox="1482 2216 1498 2230">NE</td></tr> <tr> <td data-bbox="1233 2230 1295 2244">Sharp Pk.</td><td data-bbox="1295 2230 1358 2244">3.0</td><td data-bbox="1358 2230 1421 2244">29.86</td><td data-bbox="1421 2230 1482 2244">48</td><td data-bbox="1482 2230 1498 2244">NE</td></tr> <tr> <td data-bbox="1233 2244 1295 2261">Amoy</td><td data-bbox="1295 2244 1358 2261">3.0</td><td data-bbox="1358 2244 1421 2261">29.86</td><td data-bbox="1421 2244 1482 2261">48</td><td data-bbox="1482 2244 1498 2261">NE</td></tr> <tr> <td data-bbox="1233 2261 1295 2276">Swatow</td><td data-bbox="1295 2261 1358 2276">3.0</td><td data-bbox="1358 2261 1421 2276">29.86</td><td data-bbox="1421 2261 1482 2276">48</td><td data-bbox="1482 2261 1498 2276">NE</td></tr> <tr> <td data-bbox="1233 2276 1295 2290">Canton</td><td data-bbox="1295 2276 1358 2290">3.0</td><td data-bbox="1358 2276 1421 2290">29.86</td><td data-bbox="1421 2276 1482 2290">48</td><td data-bbox="1482 2276 1498 2290">NE</td></tr> <tr> <td data-bbox="1233 2290 1295 2290">Hongkong</td><td data-bbox="1295 2290 1358 2290">3.0</td><td data-bbox="1358 2290 1421 2290">29.86</td><td data-bbox="1421 2290 1482 2290">48</td><td data-bbox="1482 2290 1498 2290">NE</td></tr> <tr> <td data-bbox="1233 2290 1295 2290">Vict. Peak</td><td data-bbox="1295 2290 1358 2290">3.0</td><td data-bbox="1358 2290 1421 2290">29.86</td><td data-bbox="1421 2290 1482 2290">48</td><td data-bbox="1482 2290 1498 2290">NE</td></tr> <tr> <td data-bbox="1233 2290 1295 2290">Gap Rock</td><td data-bbox="1295 2290 1358 2290">3.0</td><td data-bbox="1358 2290 1421 2290">29.86</td><td data-bbox="1421 2290 1482 2290">48</td><td data-bbox="1482 2290 1498 2290">NE</td></tr> </table>	WYUOSE	2.6	29.87	43	NE	Nemuro	3.0	30.28	48	NE	Hakodadi	3.0	30.09	48	NE	Tokio	3.0	30.04	48	NE	Nagasaki	3.0	29.96	48	NE	Kagoshima	3.0	29.91	48	NE	Oshima	3.0	29.86	48	NE	Naha	3.0	29.87	48	NE	Ishijima	3.0	29.86	48	NE	Tahara	3.0	29.86	48	NE	Tobatsu	3.0	29.86	48	NE	Tama	3.0	29.86	48	NE	Koshu	3.0	29.86	48	NE	Pescadore	3.0	29.86	48	NE	Gulfair	3.0	29.86	48	NE	Sharp Pk.	3.0	29.86	48	NE	Amoy	3.0	29.86	48	NE	Swatow	3.0	29.86	48	NE	Canton	3.0	29.86	48	NE	Hongkong	3.0	29.86	48	NE	Vict. Peak	3.0	29.86	48	NE	Gap Rock	3.0	29.86	48	NE
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Tokio	3.0	30.04	48	NE																																																																																																																																																																			
Nagasaki	3.0	29.96	48	NE																																																																																																																																																																			
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On demand, .....	18 1/2	Halphoon .....	29.96	86	71	s
Credit, 4 months' sight, .....	18 1/8	Manila .....	29.96	86	71	s
Documentary, 4 months' sight, .....	18 1/8	Malate .....	9 a			
On Paris .....	2.11 1/2	Beccod .....				
On demand, .....	2.11 1/2	Trilo .....	29.95	82		NE
Credit, 4 months' sight, .....	2.11 1/2	Cebu .....	29.93	87		
On Berlin Demand, .....	1.72	C. S. James 10 n.				
On New York .....						
On demand, .....	41					
Credit, 60 days' sight, .....	41 1/2					
On Bombay .....	126					
Wire, .....	126					
On Calcutta .....	126					
Wire, .....	126					
On Calcutta .....	126					
Wire, .....	126					

The P. & A. S. S. *Indraedi* left Kobe on the morning of 11th October, and may be expected here on or about the 18th Oct.  
 The s.s. *Arapong Apar*, from Calcutta, left Singapore for this port on the afternoon of 11th Oct.  
 The E. & A. steamer *Austral*, left Sydney on 27th Sept. for Rangoon, Manila and this port, and is due here on the 21st Oct.  
 The P. & A. S. S. Co.'s str. *Indragyura*

F. G. Froon, Acting Director	
Hongkong Observatory, Oct. 15, 1901.	
1. Barometer, reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths, and hundredths .....	29.935
2. Temperature, in the shade, in degrees Fahrenheit .....	82
3. Humidity, in percentage of saturation, in per cent .....	71

On Singapore	On demand	...	...	...	Par.
On Penang	On demand	...	...	...	1/2 pms.
On Shanghai	On demand	...	...	...	79 1/2
On Yokohama	On demand	...	...	...	73 1/2
On demand	...	...	...	...	23 1/2 pms.
Gold Leaf, 100 fine, (per tal.)	...	...	...	...	\$11.84
Silverware (Bank's buying rate)	...	...	...	...	25 1/2 d.

# SHARE LIST.—QUOTATIONS.

OCTOBER 13, 1902.

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations, Cash.
BANKS.				£830, sales
Hongkong and Shanghai Bank Corp.	80,000	£ 125	all	London, £86.10
National Bank of China, Limited	18,970	£ 10	£ 5	£27, sellers
	29,955	£ 10	£ 5	£27, sellers
Do. Founders' shares	750	£ 1	£ 1	£10, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	£ 250	£ 50	£185, sellers
China Traders' Insurance Co., Ltd.	24,000	£ 83.33	£ 20	£59, buyers
North-China Insurance Co., Ltd.	30,000	£ 100	£ 25	Tls. 187, sellers
Straits Insurance Co., Ltd.	30,000	£ 100	£ 25	Tls. 187, buyers
Union Insurance Society, Ltd.	10,000	£ 250	£ 50	£455, ex div.
Yangtze Insurance Association, Ltd.	8,000	£ 100	£ 60	£126, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ltd.	20,000	£ 100	£ 20	£88
Hongkong Fire Insurance Co., Ltd.	8,000	£ 250	£ 50	£355
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ltd.	50,000	£ 50	all	£210
Geo. Farwick & Co., Limited.	6,000	£ 25	£ 25	£474
New Army Dock Co., Ltd.	6,000	£ 67	£ 67	£97, buyers
S. C. Farnham, Boyd & Co. Ltd.	55,700	Tls. 100	Tls. 100	Tls. 195, buyers
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ltd.	20,000	£ 50	£ 50	£25, buyers
	10,000	£ 50	£ 50	nominal
Duguid Steamship Co., Limited	20,000	£ 50	all	£384
H.K. C. and M. Steamboat Co., Ltd.	80,000	£ 15	£ 15	£364, sales
Indo-China S. N. Company, Limited	60,000	£ 10	all	£55, buyers
Star Ferry Company, Ltd.	10,000	£ 10	£ 10	£247, buyers
	10,000	£ 10	£ 10	£104, sales & buyers
Shall Transport & Trading Co., Ltd.	2,000	Tls. 100	Tls. 100	Tls. 200, buyers
Shanghai Tug Boat Co., Ltd.	8,800	Tls. 60	Tls. 60	Tls. 56
Taku Tug and Lighter Co., Ltd.	5,000	Tls. 100	Tls. 100	Tls. 140, sales
Shanghai Cargo Boat Co., Ltd.	3,000	Tls. 100	Tls. 100	Tls. 140, sales
Co-operative Cargo Boat Co., Ltd.	3,000	Tls. 100	Tls. 100	Tls. 140, sales
SUGARS.				
China Sugar Company, Limited	20,000	£ 100	all	£99, sellers
Luzon Sugar Company, Limited.	7,000	£ 100	all	£11, buyers
Perak Sugar Cultivation Co., Ltd.	7,000	Tls. 50	Tls. 50	Tls. 77
WEAVERS.				
H.K. & Kow. Wharf & Godown Co.	30,000	£ 50	all	£87, buyers
Shanghai and Hongkong Wharf Co.	20,100	Tls. 100	Tls. 100	Tls. 319, buyers
LAND AND BUILDING.				
Hongkong Land Investment Co., Ltd.	50,000	£ 100	£ 100	£172, buyers
Agency Company, Limited	39,000	Tls. 50	Tls. 50	Tls. 117, sales
Shanghai Land Investment Co., Ltd.	8,000	£ 50	£ 50	£30, sellers
Kowloon Land and Building Company	3,784	Tls. 25	Tls. 25	Tls. 15, sellers
Wei-hei-wei Land & Building Co., Ltd.	100,000	£ 10	all	£12, sellers
Humphreys Estate & Finance Co., Ltd.	12,300	£ 50	£ 50	£47, sellers
West Point Building Co., Limited	1,250	£ 100	all	£335, buyers
RAILWAYS.				
H.K. High-Level Tramways Co., Ltd.	60,000	£ 5	all	£14, sales & sellers
Jalebu Mining & Trading Co., Ltd.	60,000	£ 10	all	£2, sales
New Nupun Mining Co., Ltd.	30,000	£ 1	all	£1
Preference shares	16,000	Fos. 253	all	£900, sales
Société Française des Charbonnages du Tonkin	200,000	£ 1	18/10	£54, buyers
Raub Aust. Gold Mining Co., Ltd.	200,000	£ 1	18/10	£54, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	£ 50	all	£128, buyers
Oriente Hotel, Manila	7,000	£ 50	all	£40, sales
Astor House Hotel, Ltd. (Tientsin)	2,000	Tls. 60	Tls. 60	Tls. 140, sellers
Astor House Hotel Co., Ltd. (S'hai)	4,500	£ 100	£ 100	£234, sellers
DIFFERENTIALS.				
A. S. Watson & Co., Limited.	60,000	£ 10	all	£144, sellers
Watkins Limited	10,000	£ 10	£ 10	£7, buyers
LIGHTING.				
H.K. and China Gas Co., Limited.	7,000	£ 40	all	£140, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50	Tls. 120, sales
Hongkong Electric Co., Limited	30,000	£ 10	£ 10	£13, sales & sellers
New Electric Light Co., Ltd.	30,000	£ 10	£ 5	£64, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	50,000	£ 10	£ 10	£104, buyers
MINING AND QUARRIES.				
Manila Investment Co., Ltd.	20,000	£ 50	£ 50	£20, sellers
Bell & Asbestos Eastern Agency, Ltd.	8,604	£ 12/6	£ 12/6	£1, buyers
United Asbestos Oriental Agency, Ltd.	10,000	£ 10	£ 4	£84
British Asbestos Company, Ltd.	10,000	£ 10	£ 10	£155, buyers
H.K. Steam Water-boat Co., Ltd.	7,000	£ 50	£ 50	£40
Hongkong Dairy Farm Co., Ltd.	10,000	£ 74	all	£99, sellers
Hongkong Ice Company, Limited	6,000	£ 25	all	£12, buyers
Shanghai Waterworks Co., Ltd.	7,200	£ 20	£ 20	Tls. 350, buyers
Lebanon Planting Company, Ltd.	20,000	£ 5	£ 5	nominal
Flora & Glass Manufacturing Co., Ltd.	10,000	£ 64	all	£130, sellers
Hongkong Cotton Spinning Co., Ltd.	120,000	£ 10	£ 10	£17, sellers
Ewo Cotton Spinning and Weaving Co., Ltd.	17,500	Tls. 100	Tls. 100	Tls. 30, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 130	Tls. 100	Tls. 31
Leong-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 374
Soy Chee Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 150
China Pioneering Loan Mortgage Co., Ltd.	50,000	£ 10	£ 10	£94
China Pioneering Company, Ltd.	7,500	£ 20	£ 12	£21, buyers
Universal Trading Co., Ltd.	20,000	£ 20	£ 20	£194, sellers
Robinson Piano Co., Ltd.	4,000	£ 50	£ 50	£624
Campbell, Moore & Co., Limited	1,200	£ 10	all	£30, sales
W. W. Powell, Limited	15,000	£ 10	£ 10	£9, sellers
TOBACCO COMPANIES.				
Philippine Tobacco Trust Co., Ltd.	20,000	£ 50	£ 50	£46, sellers
Alhambra Limited	200	£ 500	£ 500	£200, Nom.

Loans.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1898	Tls. 767,200	250 7/8 p. ann.	10 1/2 prem.	
VERNON and SMYTH'S Share-brokers.				

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